

# NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



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MS Min Alt#4	-	5	UBS	-	84
MS Min Rdr#4	-	9	UOX	-	237
MS Min TO#4	-	17	UTA	-	275
OR0	-	64	VKS	-	287
19M	-	185			
1R7	-	53			
25M	-	263			
5A4	-	230			
5A6	-	294			
87I	-	297			
8M1	-	50			
BIX	-	43			
CBM	-	66			
CKM	-	56			
CRX	-	94			
GLH	-	100			
GNF	-	115			
GPT	-	122			
GTR	-	88			
GWO	-	109			
HBG	-	138			
HEZ	-	219			
HKS	-	157			
HSA	-	37			
IDL	-	150			
JAN	-	162			
LMS	-	187			
LUL	-	180			
M16	-	259			
M37	-	98			
M40	-	29			
M41	-	148			
M43	-	256			
M51	-	267			
M72	-	227			
M83	-	289			
MBO	-	189			
MCB	-	196			
MEI	-	201			
MJD	-	252			
MMS	-	193			
MPE	-	247			
NMM	-	211			
OLV	-	233			
OSX	-	177			
PIB	-	143			
PMU	-	33			
PQL	-	242			
RNV	-	60			
STF	-	269			
TUP	-	279			

MS Mins - Alternates #4	-	5	VICKSBURG .....	VKS	-	287
MS Mins - Radar #4	-	9	WEST POINT .....	M83	-	289
MS Mins - Take-Off #4	-	17	WINONA .....	5A6	-	294
ABERDEEN-AMORY .... M40	-	29	YAZOO CITY .....	87I	-	297
BATESVILLE ..... PMU	-	33				
BAY ST. LOUIS ..... HSA	-	37				
BILOXI ..... BIX	-	43				
BOONEVILLE-BALDWIN 8M1	-	50				
BROOKHAVEN ..... 1R7	-	53				
CLARKSDALE ..... CKM	-	56				
CLEVELAND ..... RNV	-	60				
COLUMBIA ..... 0R0	-	64				
COLUMBUS-WEST POINT GTR	-	88				
COLUMBUS ..... CBM	-	66				
COLUMBUS ..... UBS	-	84				
CORINTH ..... CRX	-	94				
DREW ..... M37	-	98				
GREENVILLE ..... GLH	-	100				
GREENWOOD ..... GWO	-	109				
GRENADA ..... GNF	-	115				
GULFPORT ..... GPT	-	122				
HATTIESBURG-LAUREL PIB	-	143				
HATTIESBURG ..... HBG	-	138				
HOLLY SPRINGS ..... M41	-	148				
INDIANOLA ..... IDL	-	150				
JACKSON ..... HKS	-	157				
JACKSON ..... JAN	-	162				
KOSCIUSKO ..... OSX	-	177				
LAUREL ..... LUL	-	180				
LEXINGTON ..... 19M	-	185				
LOUISVILLE ..... LMS	-	187				
MADISON ..... MBO	-	189				
MARKS ..... MMS	-	193				
MC COMB ..... MCB	-	196				
MERIDIAN ..... MEI	-	201				
MERIDIAN ..... NMM	-	211				
NATCHEZ ..... HEZ	-	219				
NEW ALBANY ..... M72	-	227				
OKOLONA ..... 5A4	-	230				
OLIVE BRANCH ..... OLV	-	233				
OXFORD ..... UOX	-	237				
PASCAGOULA ..... PQL	-	242				
PHILADELPHIA ..... MPE	-	247				
PICAYUNE ..... MJD	-	252				
PRENTISS ..... M43	-	256				
RAYMOND ..... M16	-	259				
RIPLEY ..... 25M	-	263				
STARKVILLE ..... M51	-	267				
STARKVILLE ..... STF	-	269				
TUNICA ..... UTA	-	275				
TUPELO ..... TUP	-	279				

## INSTRUMENT APPROACH PROCEDURE CHARTS



## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

## ALEXANDRIA, LA

ESLER RGNL ..... RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

## BASTROP, LA

MOREHOUSE

MEMORIAL ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34

NA when local weather not available.

## BATON ROUGE, LA

BATON ROUGE METROPOLITAN:

RYAN FIELD ..... ILS or LOC Rwy 13<sup>12</sup>  
ILS or LOC Rwy 22R<sup>124</sup>

NDB Rwy 31<sup>23</sup>

RADAR-1<sup>2</sup>

RNAV (GPS) Rwy 4L<sup>4</sup>

RNAV (GPS) Rwy 13<sup>4</sup>

RNAV (GPS) Rwy 22R<sup>4</sup>

RNAV (GPS) Rwy 31<sup>4</sup>

VOR Rwy 4L<sup>3</sup>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½;

<sup>4</sup>Category D, 900-2¾.

<sup>NA</sup>NA when local weather not available.

## BAY ST LOUIS, MS

STENNIS INTL ..... ILS or LOC Rwy 18  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR-A

NA when local weather not available.

## BOGALUSA, LA

GEORGE R CARR MEMORIAL

AIR FIELD ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## NAME ALTERNATE MINIMUMS

## COLUMBUS-WEST POINT-STARKVILLE, MS

GOLDEN TRIANGLE

RGNL ..... ILS or LOC Rwy 18<sup>1</sup>  
LOC/DME Rwy 36

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## CORINTH, MS

ROSCOE TURNER ..... ILS or LOC Rwy 18  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## DE RIDDER, LA

BEAUREGARD RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## GALLIANO, LA

SOUTH LAFOURCHE LEONARD

MILLER JR ..... LOC/DME Rwy 36  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## GREENVILLE, MS

MID DELTA RGNL ..... ILS or LOC Rwy 18L<sup>1</sup>  
NDB Rwy 36L<sup>1</sup>  
NDB Rwy 36R<sup>1</sup>  
RNAV (GPS) Rwy 18L<sup>2</sup>  
RNAV (GPS) Rwy 18R<sup>2</sup>  
RNAV (GPS) Rwy 36L<sup>2</sup>  
RNAV (GPS) Rwy 36R<sup>2</sup>  
VOR/DME Rwy 18L<sup>2</sup>  
VOR/DME Rwy 18R<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

# ALTERNATE MINS

E2



NAME ALTERNATE MINIMUMS  
**GREENWOOD, MS**  
 GREENWOOD-LEFLORE . ILS or LOC Rwy 18<sup>1</sup>  
 VOR Rwy 5<sup>2</sup>

<sup>1</sup>ILS, Categories C,D, 700-2.

<sup>2</sup>Category D, 800-2 $\frac{1}{4}$ .

## GULFPORT, MS

GULFPORT-BILOXI

INTL ..... ILS or LOC Rwy 14<sup>12</sup>  
 ILS or LOC/DME Rwy 32<sup>12</sup>

ILS or LOC Rwy 35<sup>3</sup>

RADAR-1<sup>24</sup>

RNAV (GPS) Rwy 14<sup>3</sup>

RNAV (GPS) Rwy 18<sup>3</sup>

RNAV (GPS) Rwy 32<sup>3</sup>

RNAV (GPS) Rwy 36<sup>3</sup>

VOR/DME or TACAN Rwy 14<sup>4</sup>

VOR/DME or TACAN Rwy 32<sup>4</sup>

<sup>1</sup>ILS, Categories B,C,D, 700-2; Category E, 800-2 $\frac{1}{4}$ . LOC, Category E, 800-2 $\frac{1}{4}$ .

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category E, 800-2 $\frac{1}{4}$ .

## HAMMOND, LA

HAMMOND NORTHSORE

RGNL ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 31  
 RNAV (GPS) Rwy 36

NA when local weather not available.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN

MUNI ..... RNAV (GPS) Y Rwy 13  
 RNAV (GPS) Z Rwy 13  
 VOR Rwy 13<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1900-2; Categories C, D, 1900-3.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL

RGNL ..... ILS or LOC Rwy 18  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## HOUMA, LA

HOUMA-

TERREBONNE ..... Copter VOR/DME 12<sup>1</sup>  
 ILS or LOC Rwy 18<sup>123</sup>  
 RNAV (GPS) Rwy 12<sup>14</sup>  
 RNAV (GPS) Rwy 18<sup>1</sup>  
 RNAV (GPS) Rwy 30<sup>1</sup>  
 RNAV (GPS) Rwy 36<sup>1</sup>  
 VOR/DME Rwy 30<sup>1</sup>  
 VOR Rwy 12<sup>124</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category D, 700-2.

<sup>4</sup>Category D, 800-2 $\frac{1}{4}$ .

## JACKSON, MS

HAWKINS FIELD ..... ILS or LOC Rwy 16<sup>1</sup>  
 RNAV (GPS) Rwy 16  
 RNAV (GPS) Rwy 34

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## JACKSON-EVERS

INTL ..... ILS or LOC Rwy 34L<sup>12</sup>  
 RADAR-1<sup>1</sup>  
 RNAV (GPS) Rwy 16L<sup>3</sup>  
 RNAV (GPS) Rwy 16R<sup>3</sup>  
 RNAV (GPS) Rwy 34L<sup>3</sup>  
 RNAV (GPS) Rwy 34R<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category E, 700-2 $\frac{1}{4}$ . LOC, Category E, 800-2 $\frac{1}{4}$ .

<sup>3</sup>NA when local weather not available.

## LAFAYETTE, LA

LAFAYETTE

RGNL ..... ILS or LOC/DME Rwy 4R<sup>13</sup>  
 ILS or LOC Rwy 22L<sup>23</sup>  
 RNAV (GPS) Rwy 4R<sup>1</sup>  
 RNAV (GPS) Rwy 22L<sup>1</sup>  
 RNAV (GPS) Rwy 29<sup>1</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category D, 700-2.

## LAKE CHARLES, LA

CHENNAULT INTL ..... ILS or LOC Rwy 15<sup>12</sup>  
 RNAV (GPS) Rwy 33<sup>3</sup>  
 VOR Rwy 33<sup>12</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category E, 900-3.

<sup>3</sup>NA when local weather not available.

LAKE CHARLES RGNL ..... ILS or LOC Rwy 15  
 LOC BC Rwy 33

NA when control tower closed.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010





NAME ALTERNATE MINIMUMS

**STARKVILLE, MS**

GEORGE M BRYAN ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 VOR/DME-A

NA when local weather not available.

**SULPHUR, LA**

SOUTHLAND FIELD ..... LOC Rwy 15  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 33  
 VOR/DME-A

NA when local weather not available.

**TALLULAH, LA**

VICKSBURG TALLULAH RGNL .... LOC Rwy 36  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

**TUNICA, MS**

TUNICA MUNI ..... ILS or LOC Rwy 35  
 RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35

NA when local weather not available.

**TUPELO, MS**

TUPELO RGNL ..... ILS or LOC Rwy 36  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

## RADAR INSTRUMENT APPROACH MINIMUMS

**BARKSDALE AFB (KBAD)**, LA (Bossier City) (Amdt 1, 10042 USAF) ELEV 166  
**RADAR<sup>1</sup>** - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR <sup>2</sup>	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR <sup>3</sup>	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

<sup>1</sup>Opr 1200-0500Z++. <sup>2</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. <sup>3</sup>Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

**BATON ROUGE, LA** Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70  
**BATON ROUGE METROPOLITAN: RYAN FIELD**  
**RADAR** - 120.3 278.3 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	31		ABCD	440-1¼	371	(400-1¼)				
	13		ABC	560-¾	492	(500-¾)	D	560-1	492	(500-1)
	22R		ABC	620/50	550	(600-1)	D	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	C	620-1½	551	(600-1½)
			D	620-1¼	551	(600-1¼)				
CIRCLING			AB	620-1¼	550	(600-1¼)	C	660-1½	590	(600-1½)
			D	680-2	610	(700-2)				

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

## RADAR INSTRUMENT APPROACH MINIMUMS

## DE RIDDER, LA

Orig-A, April 8, 2010 (FAA)

ELEV 202

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ ▲ NA

		DA/ MDA-VIS		HAT/ HATH/ HAA CEIL-VIS				DA/ MDA-VIS		HAT/ HATH/ HAA CEIL-VIS	
ASR	36	A	<b>760</b> -1	563	(600-1)	B	<b>760</b> -1½	563	(600-1½)		
		C	<b>760</b> -1½	563	(600-1½)	D	<b>760</b> -2	563	(600-2)		
	18	A	<b>720</b> -1	518	(600-1)	B	<b>720</b> -1½	518	(600-1½)		
		C	<b>720</b> -1½	518	(600-1½)	D	<b>720</b> -2	518	(600-2)		
CIRCLING		A	<b>760</b> -1	558	(600-1)	B	<b>760</b> -1½	558	(600-1½)		
		C	<b>760</b> -1½	558	(600-1½)	D	<b>780</b> -2	578	(600-2)		

When local altimeter not received, use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

## GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA)

ELEV 28

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	32		ABC	<b>440</b> /40	412 (500-¾)		DE	<b>440</b> /50	412 (500-1)
			AB	<b>440</b> /24	413 (500-½)		C	<b>440</b> /40	413 (500-¾)
			DE	<b>440</b> /50	413 (500-1)				
CIRCLING			A	<b>500</b> -1	472 (500-1)		B	<b>660</b> -1	632 (700-1)
			C	<b>660</b> -1¾	632 (700-1¾)		D	<b>660</b> -2	632 (700-2)
			E	<b>820</b> -2¾	792 (800-2¾)				

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

## RADAR INSTRUMENT APPROACH MINIMUMS

## JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA)

ELEV 346

JACKSON-EVERS INTL

RADAR- 123.9 317.7 ▽ ▲

		RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS			
ASR	16R			AB	<b>740</b> -1	421 (500-1)	CD	<b>740</b> -1¼	421 (500-1¼)			
				E	<b>740</b> -1½	421 (500-1½)						
		16L		AB	<b>740</b> /24	429 (500-¾)				C	<b>740</b> /40	429 (500-¾)
				DE	<b>740</b> /50	429 (500-1)						
	34L		AB	<b>800</b> /24	472 (500-½)	C	<b>800</b> /40	472 (500-¾)				
			D	<b>800</b> /50	472 (500-1)							
	34R		AB	<b>820</b> /50	474 (500-1)	C	<b>820</b> /60	474 (500-1¼)				
			D	<b>820</b> -1½	474 (500-1½)							
CIRCLING			A	<b>840</b> -1	494 (500-1)	B	<b>880</b> -1	534 (600-1)				
			C	<b>880</b> -1½	534 (600-1½)	D	<b>900</b> -2	554 (600-2)				
			E	<b>940</b> -2	594 (600-2)							

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.

Category E S-34L visibility increased ½ mile for inoperative MALS R.

Category E circling not authorized southwest of runway 16R-34L.

When control tower closed procedure NA.

## JOE WILLIAMS NOLF (KNJW), MS (Moscow) (09351 USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR <sup>1</sup>	31		A	<b>1120</b> -1	581 (600-1)
			B	<b>1120</b> -1¼	581 (600-1¼)
			C	<b>1120</b> -1½	581 (600-1½)
			DE	<b>1120</b> -2	581 (600-2)
CIR <sup>1</sup>	All Rwy		A	<b>1120</b> -1	581 (600-1)
			B	<b>1120</b> -1¼	581 (600-1¼)
			C	<b>1120</b> -1½	581 (600-1½)
			D	<b>1120</b> -2	581 (600-2)
			E	<b>1160</b> -2¼	621 (700-2¼)

<sup>1</sup>Procedure NA at night.

## LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA)

ELEV 43

LAFAYETTE RGNL

RADAR - 121.1 363.0 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29		ABC	<b>400</b> -1	358 (400-1)	D	<b>400</b> -1¼	358 (400-1¼)
			4R	AB	<b>480</b> -1	440 (500-1)	C	<b>480</b> -1¼
	11		D	<b>480</b> -1½	440 (500-1½)			
			AB	<b>560</b> -1	518 (600-1)	C	<b>560</b> -1½	518 (600-1½)
			D	<b>560</b> -1¼	518 (600-1¼)			
CIRCLING			A	<b>560</b> -1	517 (600-1)	B	<b>580</b> -1	537 (600-1)
			C	<b>580</b> -1½	537 (600-1½)	D	<b>660</b> -2	617 (700-2)

When control tower closed, ASR NA.

SC-4

## RADAR INSTRUMENT APPROACH MINIMUMS


## RADAR INSTRUMENT APPROACH MINIMUMS

## LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA)

ELEV 17

## CHENNAULT INTL

RADAR - 119.8 282.3  NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	33		AB	<b>540</b> -1	523 (600-1)	C	<b>540</b> -1½	523 (600-1½)
			DE	<b>540</b> -1¾	523 (600-1¾)			
	15		AB	<b>560</b> -½	544 (600-½)	C	<b>560</b> -1	544 (600-1)
			D	<b>560</b> -1¼	544 (600-1¼)	E	<b>560</b> -1½	544 (600-1½)
CIRCLING			AB	<b>580</b> -1	563 (600-1)	C	<b>580</b> -1½	563 (600-1½)
			D	<b>580</b> -2	563 (600-2)	E	<b>880</b> -3	863 (900-3)

## LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS

ASR	33	AB	<b>540</b> -1	523 (600-1)	C	<b>540</b> -1½	523 (600-1½)
		DE	<b>540</b> -1¼	523 (600-1¼)			
	15	AB	<b>580</b> -½	564 (600-½)	C	<b>580</b> -1	564 (600-1½)
		D	<b>580</b> -1¼	564 (600-1¼)	E	<b>580</b> -1½	564 (600-1½)
CIRCLING		AB	<b>600</b> -1	583 (600-1)	C	<b>600</b> -1½	583 (600-1½)
		D	<b>600</b> -2	583 (600-2)	E	<b>900</b> -3	883 (900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.

Procedure not available when Lake Charles Approach Control closed.


For inoperative MALSR, increase Category E visibilities ½ mile.

## LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA)

ELEV 15

## LAKE CHARLES RGNL

RADAR - 119.35 353.75 

			DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS				DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5	ABC	<b>380</b> -1	366 (400-1)	D	<b>380</b> -1¼	366 (400-1¼)		
	33	ABC	<b>380</b> -¾	368 (400-¾)	D	<b>380</b> -1¼	368 (400-1¼)		
	23	AB	<b>440</b> -1	425 (500-1)	CD	<b>440</b> -1¼	425 (500-1¼)		
	15	AB	<b>440</b> /24	428 (500-½)	C	<b>440</b> /40	428 (500-¾)		
		D	<b>440</b> /50	428 (500-1)					
CIRCLING	A		<b>440</b> -1	425 (500-1)	B	<b>480</b> -1	465 (500-1)		
	C		<b>480</b> -1½	465 (500-1½)	D	<b>580</b> -2	428 (500-2)		

When control tower closed, procedure NA.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN)

ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 ▽

				DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR <sup>1</sup>	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>			
	19L <sup>2</sup>	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L <sup>3</sup>	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS <sup>1</sup>	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L <sup>4</sup>		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L <sup>5</sup>		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L <sup>6</sup>		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L <sup>7</sup>		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy <sup>8</sup>		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

<sup>1</sup>No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time.<sup>2</sup>When ALS inop, increase vis All CAT to ½ mile. <sup>3</sup>When ALS inop, increase vis All CAT to ¾ mile.<sup>4</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.<sup>5</sup>When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles.<sup>6</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.<sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.<sup>8</sup>When circling from PAR W/O GS Rwy 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

# RADAR MINS

10098

## RADAR INSTRUMENT APPROACH MINIMUMS

### MONROE, LA

Amdt. 6A, June 12, 2003 (FAA)

ELEV 79

MONROE RGNL

RADAR - 126.9 388.0 ▽

				DA/ HAT/ HATH/				DA/ HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	22		ABCD	480-1	402	(500-1)				
	4		ABC	560/40	482	(500-¾)	D	560/50	482	(500-1)
	CIRCLING		AB	580-1¼	501	(600-1¼)	C	620-1½	541	(600-1½)
			D	640-2	561	(600-2)				

### NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA)

ELEV 4

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

				DA/ HAT/ HATH/				DA/ HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	10		ABC	340/24	336	(400-½)	D	340/50	336	(400-1)
	28		ABC	400/40	397	(400-¾)	D	400/50	397	(400-1)
	19		ABCD	420/60	420	(500-1¼)				
	CIRCLING		AB	520-1¼	516	(600-1¼)	C	520-1½	516	(600-1½)
			D	580-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.

Rwy 19: Inoperative table does not apply.

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

SC-4

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

10098

N6

## RADAR INSTRUMENT APPROACH MINIMUMS

## NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR<sup>1 2 13</sup> - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ ELEV 2

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	4 <sup>3</sup>	3.0°/51/973	ABCDE	99-1/4	100	(100-1/4)
	22 <sup>4</sup>	3.0°/43/861	ABCDE	249-3/4	250	(300-3/4)
PAR W/O	4 <sup>5</sup>		ABC	380-1/2	381	(400-1/2)
GS			DE	380-3/4	381	(400-3/4)
	22 <sup>6</sup>		ABCDE	300-1	301	(400-1)
ASR	4 <sup>7</sup>		AB	420-1/2	421	(500-1/2)
			CD	420-3/4	421	(500-3/4)
			E	420-1	421	(500-1)
	22 <sup>8</sup>		AB	460-3/4	461	(500-3/4)
			C	460-1	461	(500-1)
			D	460-1 1/4	461	(500-1 1/4)
			E	460-1 1/2	461	(500-1 1/2)
	14		AB	440-1	438	(500-1)
			C	440-1 1/4	438	(500-1 1/4)
			DE	440-1 1/2	438	(500-1 1/2)
	32 <sup>9</sup>		AB	440-1	438	(500-1)
			C	440-1 1/4	438	(500-1 1/4)
			DE	440-1 1/2	438	(500-1 1/2)
CIR <sup>10 11 12</sup>	All Rwy		AB	480-1	478	(500-1)
			C	500-1 1/2	498	(500-1 1/2)
			D	560-2	558	(600-2)
			E	640-2 1/4	638	(700-2 1/4)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

<sup>1</sup>No-NOTAM preventive maint Mon 1300-1800Z++. <sup>2</sup>Outside of afld opr hr, civ acft transiting CL D airspace, etc ATC on 123.8 for clnc. <sup>3</sup>When ALS inop, increase vis CAT ABCDE to 1/2 mile. <sup>4</sup>When ALS inop, increase vis Cat CDE to 1 mile. <sup>5</sup>When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1 1/4 miles. <sup>6</sup>When ALS inop, increase vis CAT ABCDE to 1 1/4 miles. <sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/4 miles, CAT E to 1 1/2 miles. <sup>8</sup>When ALS increase CAT AB to 1 mile, CAT C to 1 1/4 miles, CAT D to 1 1/2 miles, CAT E to 1 3/4 miles. <sup>9</sup>Procedure NA at night. <sup>10</sup>CAT E circling NA NW of Rwy 4-22. <sup>11</sup>Night circling NA to Rwy 32. <sup>12</sup>When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1 1/4 miles. <sup>13</sup>GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

**POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)**

**ELEV 329**

RADAR - (E) 123.7 261.3 **A** NA Opr 1400-0600Z + + exc hol.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy	AB	820-1	491	(500-1)	
		C	820-1½	491	(500-1½)	
		D	880-2	551	(600-2)	

**SHREVEPORT, LA**

Amdt. 3A, JUL 31, 2000 (FAA)

**ELEV 258**

**SHREVEPORT RGNL**

RADAR - 119.9 335.55 **A**

<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
CIRCLING		AB	800-1	542	(600-1)
		C	800-1½	542	(600-1½)
		D	820-2	562	(600-2)
		E	1100-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS  
**ABERDEEN/AMORY, MS**  
MONROE COUNTY

NOTE: **Rwy 18**, pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36**, trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

**ALEXANDRIA, LA**  
ALEXANDRIA INTL

NOTE: **Rwy 18**, multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32**, multiple trees beginning 1537' from departure end of runway, 662' right of centerline, up to 80' AGL/162' MSL. **Rwy 36**, multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS  
**ALEXANDRIA, LA (CON'T)**  
ESLER RGNL (ESF)  
AMDT 2 10098 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14**, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27**, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32**, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

**BASTROP, LA**  
MOREHOUSE MEMORIAL

NOTE: **Rwy 34**, powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## BATESVILLE, MS

## PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19**, 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 800 before turning left. **Rwy 19**, climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1**, multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19**, pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

## BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN  
FIELD (BTR)

## AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22R**, 300-2¼ or std. w/ min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 22L**, climb heading 220° to 2000 before proceeding on course. **Rwy 22R**, climb heading 220° to 2000 before proceeding on course.

NOTE: **Rwy 4L**, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL. Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL. Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL. Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL. Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL. **Rwy 4R**, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL. Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL. **Rwy 13**, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL. Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL. Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL. Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL. Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL. Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL. **Rwy 22L**, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL. Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL. Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL. **Rwy 22R**, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL. Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL. Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL. Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL. Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL. Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL. **Rwy 31**, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL. Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL. Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL. Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL. Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL. Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

NOTE: CAUTION. Unmarked balloon and cable to 15000 in R-3807. **Rwy 4L**, 209°/51.4 NM. **Rwy 4R**, 209°/51.2 NM. **Rwy 13**, 209°/50.7 NM. **Rwy 22L**, 209°/50.6 NM. **Rwy 22R**, 209°/50.3 NM. **Rwy 31**, 208°/50.9 NM.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD  
(BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36**, trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

## BOONEVILLE/BALDWIN, MS

BOONEVILLE/BALDWIN

NOTE: **Rwy 15**, trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33**, road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

## BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 900 before turning.

## BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18**, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

## CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36**, trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

## CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600 before turning.

## COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles. DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23**, vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

## COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36**, 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 600 before turning.

## COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

All **Rwys**: Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C**, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline.

**Rwy 13R**, Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R**, Taxiing aircraft 199' MSL/14' AGL 80' from DER 472' left of centerline.

## COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18**, tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36**, tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

## CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36**, Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

**DERIDDER, LA**

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14**, trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18**, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32**, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36**, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

**DREW, MS**

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18**, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36**, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

**EUNICE, LA**

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16**, 133°/56.1 NM. **Rwy 34**, 132°/55.4 NM.

**GALLIANO, LA**

SOUTH LAFOURCHE LEONARD MILLER JR

(GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36**, tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

**GONZALES, LA**

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2 or std. with a min. climb of 220' per NM to 400.

**GREENVILLE, MS**

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, climb runway heading to 800 before turning.

NOTE: **Rwy 27**, 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

**GREENWOOD, MS**

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1 or std. with a min. climb of 270' per NM to 400.

**GRENADA, MS**

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31**, climb to 700 before turning on course. **Rwys 13, 22**, climb to 800 before turning on course.

**GULFPORT, MS**

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14**, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18**, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32**, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36**, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

**HAMMOND, LA**

HAMMOND NORTHSHORE RGNL (HDC)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 312° to 700 before turning left.

NOTE: **Rwy 13**, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18**, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31**, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36**, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.



10154

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 309° to 900 before turning west.

NOTE: **Rwy 13**, numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31**, numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning east.

NOTE: **Rwy 36**, 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

## HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning left.

## HOMER, LA

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12**, road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30**, trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

## HOUMA, LA

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12**, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18**, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30**, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36**, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

## INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 2200 before turning east. **Rwy 35**, climb runway heading to 700 before turning east.

## JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34**, climb runway heading to 800 before making turn. **Rwy 16**, climb runway heading to 1300 before making right turn. **Rwy 29**, climb runway heading to 1200 before making left turn.

## JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R**, 300-1 or std. with a min. climb of 280' per NM to 700.

## JENNINGS, LA

JENNINGS (3R7)

AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 393' per NM to 300. **Rwys 17, 35**, NA.

NOTE: **Rwy 8**, multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13**, trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. **51Rwy 26**, trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31**, fence 140' from DER, 15' AGL/32' MSL.

## KEESLER AFB (KBIX)

BILOXI, MS . . . . . 09211

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21**: Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL. Terrain 6' from DER, 500' left of centerline 23' MSL.

## KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14**, trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from departure end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32**, trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10154



10154

## LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L**, 141/29NM, **Rwy 4R**, 140/28.8NM, **Rwy 11**, 141/29.5NM, **Rwy 22L**, 143/29.2NM, **Rwy 22R**, 142/29.2NM, **Rwy 29**, 142/28.8NM.

**NOTE: Rwy 4L**, fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL. Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R**, multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11**, multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L**, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R**, tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to 103' AGL/142' MSL. **Rwy 29**, multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

## LAKE CHARLES, LA

CHENNAULT INTL (CWF)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. w/ min. climb of 205' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

**NOTE: Rwy 15**, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL. Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL. **Rwy 33**, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL. Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL. Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.

## LAKE PROVIDENCE, LA

BYERLEY

**NOTE: Rwy 17**, tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

## LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 500 before turning.

## LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19**, climb runway heading to 1000 before turning.

## LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2½ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1100 before turning left.

**NOTE: Rwy 17**, tower 1.7 NM from departure end of runway, 2209' left of centerline, 410' AGL/950' MSL.

## MADISON, MS

BRUCE CAMPBELL FIELD (MBO)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

**NOTE: Rwy 17**, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35**, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

## MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

**NOTE: Rwy 12**, trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30**, trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

## MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 700 before turning right.

## MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS

FIELD (MCB)

ORIG 09183 (FAA)

**NOTE: Rwy 15**, trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33**, tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10154



SC-4

**MERIDIAN, MS**  
**KEY FIELD**

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22**, 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1**, antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL.

**Rwy 4**, stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL.

**Rwy 19**, antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22**, numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

**MERIDIAN NAS (MC CAIN FIELD)**  
**(KNMM)**

MERIDIAN, MS ..... 09295

**Rwy 1R**, 600-1½\*

**Rwy 19R**, 600-2\*\*

\* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

\*\* Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R**: Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L**: Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R**: Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10**: Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

**MONROE, LA**  
**MONROE RGNL**

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 900 before turning west. **Rwy 32**, climb via heading 317° to 900 before turning west. **Rwy 36**, climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4**, tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14**, tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18**, tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22**, sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32**, tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36**, antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from departure end of runway, 129' right of centerline, 68' AGL/151' MSL.

**NATCHEZ, MS**  
**HARDY-ANDERS FIELD NATCHEZ-ADAMS**  
**COUNTY (HEZ)**  
**ORIG 07354 (FAA)**

NOTE: **Rwy 13**, multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18**, multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31**, multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36**, multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

## NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¼ or std. with a min. climb of 336' per NM to 600.

NOTE: **Rwy 17**, building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25**, tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35**, light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

## NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

## NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16**, 138/17.2 NM. **Rwy 34**, 136/17.2 NM.

NOTE: **Rwy 16**, trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

## NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R**, climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9**, climb to 1500 before turning right, or comply with RADAR vectors.

## NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy 1**, multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45' AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6**, multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10**, obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginning 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19**, vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24**, obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28**, tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010



## NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. . . . . 09239  
DEPARTURE PROCEDURE: **Rwy 4**, Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22**, Diverse departures authorized 044° CW 314°. **Rwy 32**, Diverse departures authorized 140° CW 320° left turn to departure heading only.  
TAKE-OFF OBSTACLES: **Rwy 4**: Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14**: Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32**: Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

## NEW ROADS, LA

FALSE RIVER RGNL (HZR)  
ORIG 08157 (FAA)

NOTE: **Rwy 36**, fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18**, road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

## OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18**, trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36**, trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

## OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 800 before turning westbound.

## OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 350' per NM to 800.  
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 800 before turning east.

## OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 236' per NM to 400.  
NOTE: **Rwy 18**, tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

## OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 400' per NM to 700.  
DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 900 before turning.

## PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 ¼ or std. w/min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35**, tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

## PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6**, 290°/17.6 NM. **Rwy 24**, 287°/18.2 NM.

NOTE: **Rwy 24**, tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

## PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18**, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

## PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18**, trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36**, pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

## PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY

(M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12**, poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30**, vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.



**RAYMOND, MS**

JOHN BELL WILLIAMS (M16)  
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course.

**Rwy 30**, climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30**, pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

**RAYVILLE, LA**

JOHN H HOOKS JR MEMORIAL (M79)  
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36**, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

**RESERVE, LA**

ST JOHN THE BAPTIST PARISH (1L0)  
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1% or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17**, Tower 1212' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35**, trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

**RIPLEY, MS**

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1% or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21**, multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

**SHREVEPORT, LA**

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5, 14, 23**, maintain runway heading until 600 prior to turning.

**SHREVEPORT RGNL**

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 233' per NM to 900 or 900-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL.

**Rwy 23**, terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14**, multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

**STARKVILLE, MS**

GEORGE M. BRYAN

NOTE: **Rwy 18**, multiple trees beginning 52' from departure end of runway, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36**, windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)  
ORIG 09267 (FAA)

NOTE: **Rwy 13**, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18**, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL. **Rwy 36**, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

## SULPHUR, LA

SOUTHLAND FIELD (UXL)  
ORIG 09071 (FAA)

NOTE: **Rwy 15**, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33**, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

## TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18**, tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

## TUNICA, MS

TUNICA MUNI (UTA)  
AMDT 1 09267 (FAA)

NOTE: **Rwy 17**, trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35**, trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

## VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 600-2 $\frac{3}{4}$  or std. w/ min. climb of 354' per NM to 900. **Rwy 19**, 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1**, trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19**, tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

## VIVIAN, LA

VIVIAN (F34)  
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1 $\frac{1}{4}$  or std. w/ min. climb of 303' per NM to 600. **Rwy 27**, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1900 before turning left. **Rwy 27**, climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27**, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

## WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 400-1 $\frac{3}{4}$  or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36**, railroad track beginning 50' from departure end of runway, on centerline, 23' AGL/232' MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214' MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

## WINNFIELD, LA

DAVID G. JOYCE (0R5)  
ORIG 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27**, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.



10154

**WINONA, MS**

WINONA-MONTGOMERY COUNTY (ONA)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2¾ or std. w/  
min. climb of 215' per NM to 900. Alternatively, with  
standard takeoff minimums and a normal 200'/NM climb  
gradient, takeoff must occur no later than 1900' prior to  
departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3**, Climb heading  
030° to 1000 before turning west.

NOTE: **Rwy 21**, Tower 2.1 NM from departure end of  
runway, 2789' right of centerline, 350' AGL/703' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10154



**ABERDEEN/AMORY****MONROE CO** (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4999X75 (ASPH) S-21 MIRL

RWY 18: REIL. VASI(V4L). Trees. RWY 36: Tree.

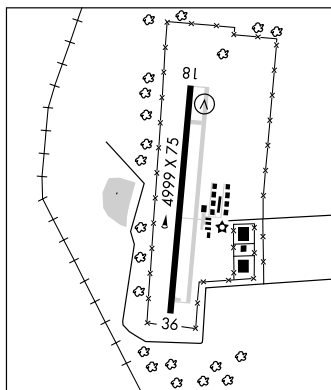
**AIRPORT REMARKS:** Attended 1400-2300Z. For fuel after hrs call: 662-319-7017/315-4414. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lgts opr 0400-1200Z. REIL Rwy 18 operates intermittently. Check NOTAMS. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (662) 369-3498.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z Mon-Fri, 1600-2300Z Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 359° 23.3 to fld. 240/04E. **HIWAS.**



**MEMPHIS**  
L-18H  
IAP

**ACKERMAN CHOCTAW CO** (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'

552 B NOTAM FILE GWO

RWY 01-19: H3000X75(ASPH) S-19.5 MIRL

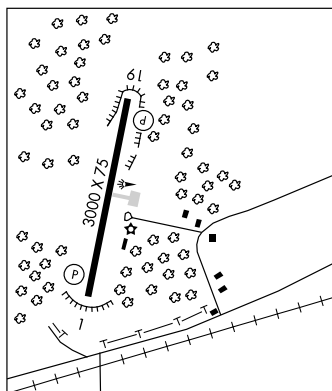
RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Rwy 01-19 pavement has cracks and loose rocks on rwy. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 249° 37.5 NM to fld. 240/04E. **HIWAS.**



**MEMPHIS**  
L-18G

**ALLEN** N32°24.75' W90°07.17' NOTAM FILE JAN.

NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z.

**MEMPHIS**  
L-18G

**BATESVILLE****PANOLA CO** (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 01-19: H5000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld displcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call 662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lgts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z. After 0400Z ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (662) 563-6267.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **MEMPHIS APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E. ILS/DME 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

**MEMPHIS**  
H-6J, L-18G  
IAP

WAAS CH <b>56604</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg <b>4999</b> TDZE <b>226</b> Apt Elev <b>226</b>
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# RNAV (GPS) RWY 18

ABERDEEN/MONROE COUNTY (M40)

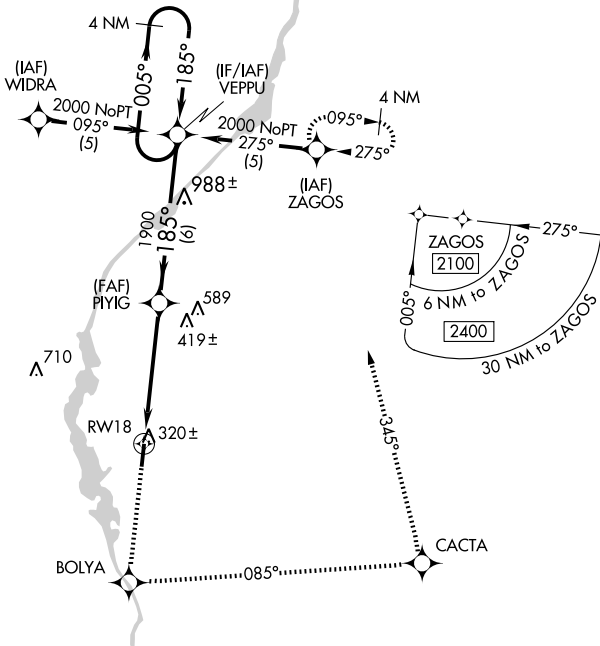
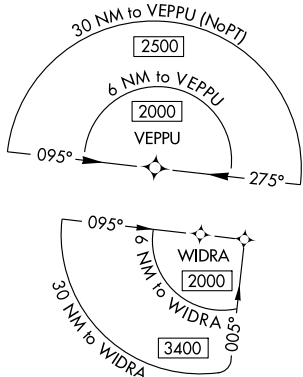
**▼** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.  
**▲ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

**MISSED APPROACH:** Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

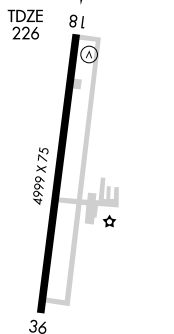
AWOS-3  
**118.475**

COLUMBUS APP CON ★  
**126.075 239.25**

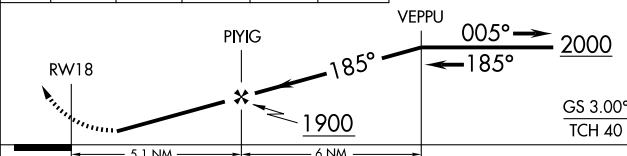
UNICOM  
**122.8** (CTAF) **①**



ELEV 226



2100	BOLYA	CACTA	ZAGOS	VGSI and RNAV glidepath not coincident.
	trk 085°	trk 345°		4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	560-1¼	334 (400-1¼)		
LNAV/VNAV DA	590-1¼	364 (400-1¼)		
LNAV MDA	660-1	434 (500-1)	660-1¼ 434 (500-1¼)	660-1½ 434 (500-1½)
CIRCLING	720-1	494 (500-1)	720-1½ 494 (500-1½)	780-2 554 (600-2)

REIL Rwy 18 **①**  
MIRL Rwy 18-36 **①**

# RNAV (GPS) RWY 36

ABERDEEN/MONROE COUNTY (M40)

WAAS CH <b>70414</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>226</b> <b>226</b>
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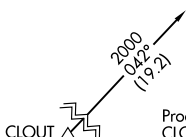
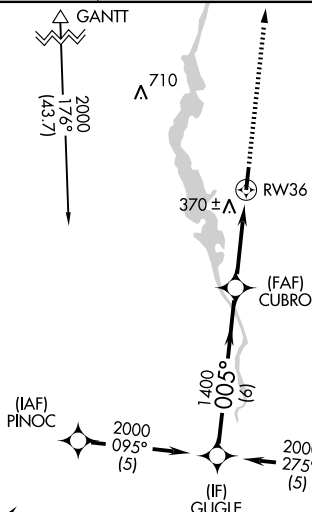
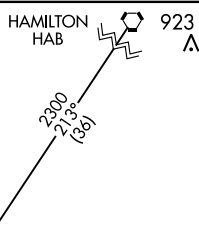
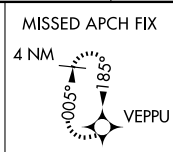
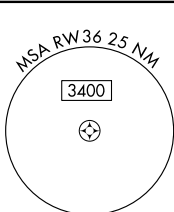
**▽** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.  
**△ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 VDP NA when using Golden Triangle Rgnl altimeter setting.  
 When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

**MISSED APPROACH:** Climb to 2000 direct VEPPU and hold.

AWOS-3  
**118.475**

COLUMBUS APP CON ★  
**126.075 239.25**

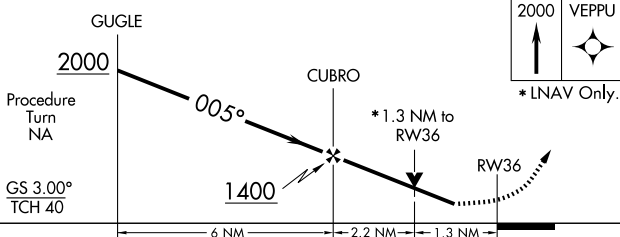
UNICOM  
**122.8 (CTAF) 0**



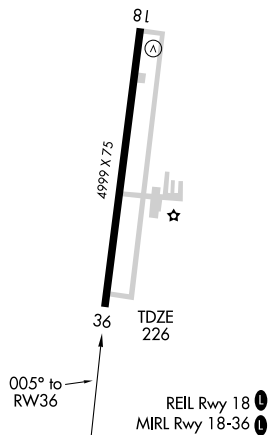
Procedure NA for arrivals at CLOUD via V278 westbound.

Procedure NA for arrivals at MINIM via V245-278 eastbound.

ELEV **226**



CATEGORY	A	B	C	D
LPV DA	559-1¼	333 (400-1¼)		
LNAV/VNAV DA	715-1¾	489 (500-1¾)		
LNAV MDA	680-1 454 (500-1)	680-1¼ 454 (500-1¼)	680-1½ 454 (500-1½)	
CIRCLING	720-1 494 (500-1)	720-1½ 494 (500-1½)	780-2 554 (600-2)	



VORTAC IGB  
Chan **116.2**  
**109**

APP CRS  
TDZE **179°**

Rwy Idg **4999**  
TDZE **226**  
Apt Elev **226**

**VOR RWY 18**

ABERDEEN/MONROE COUNTY (M40)

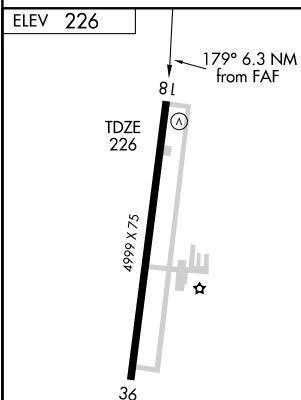
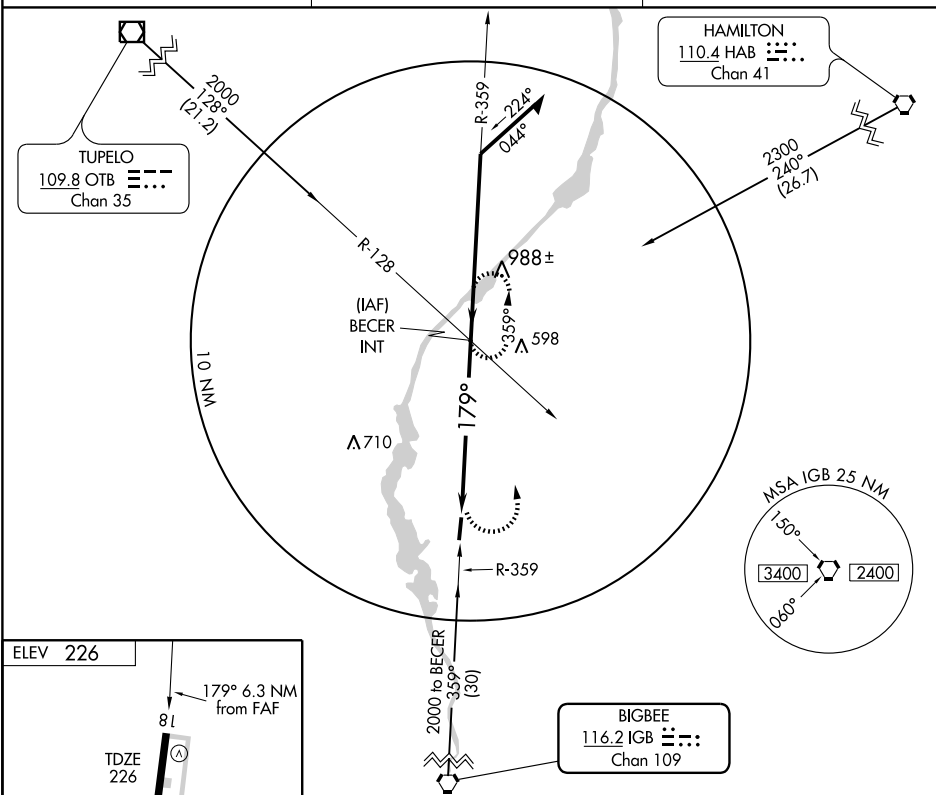
▼ Visibility reduction by helicopters NA.  
▲ NA When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

AWOS-3  
**118.475**

COLUMBUS APP CON ★  
**126.075 239.25**

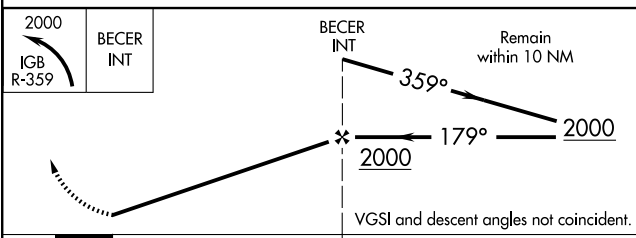
UNICOM  
**122.8 (CTAF) 0**



REIL Rwy 18 0  
MIRL Rwy 18-36 0

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)
CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)

**ABERDEEN/AMORY****MONROE CO** (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4999X75 (ASPH) S-21 MIRL

RWY 18: REIL. VASI(V4L). Trees. RWY 36: Tree.

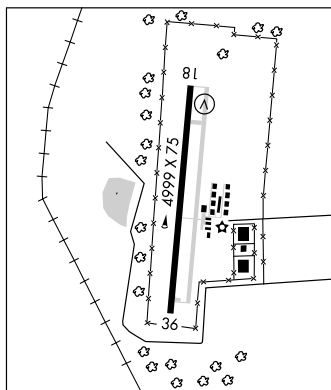
**AIRPORT REMARKS:** Attended 1400-2300Z. For fuel after hrs call: 662-319-7017/315-4414. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lgts opr 0400-1200Z. REIL Rwy 18 operates intermittently. Check NOTAMS. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (662) 369-3498.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z Mon-Fri, 1600-2300Z Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 359° 23.3 to fld. 240/04E. **HIWAS.**



**MEMPHIS**  
L-18H  
IAP

**ACKERMAN CHOCTAW CO** (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'

552 B NOTAM FILE GWO

RWY 01-19: H3000X75(ASPH) S-19.5 MIRL

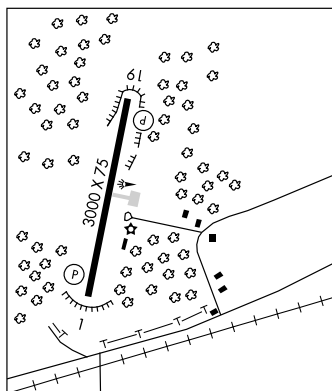
RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Rwy 01-19 pavement has cracks and loose rocks on rwy. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 249° 37.5 NM to fld. 240/04E. **HIWAS.**



**MEMPHIS**  
L-18G

**ALLEN** N32°24.75' W90°07.17' NOTAM FILE JAN.

NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z.

**MEMPHIS**  
L-18G

**BATESVILLE****PANOLA CO** (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 01-19: H5000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld displcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call 662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lgts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z. After 0400Z ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (662) 563-6267.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **MEMPHIS APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E. ILS/DME 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

**MEMPHIS**  
H-6J, L-18G  
IAP

LOC/DME I-PMU <b>110.35</b> Chan <b>40</b> (Y)	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>221</b> <b>221</b>
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# LOC/DME RWY 19

BATESVILLE/ PANOLA COUNTY (PMU)

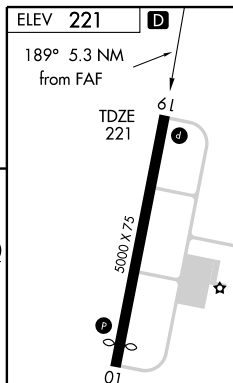
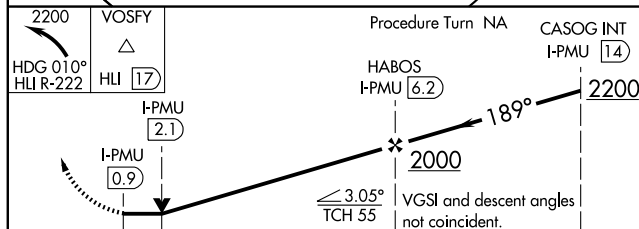
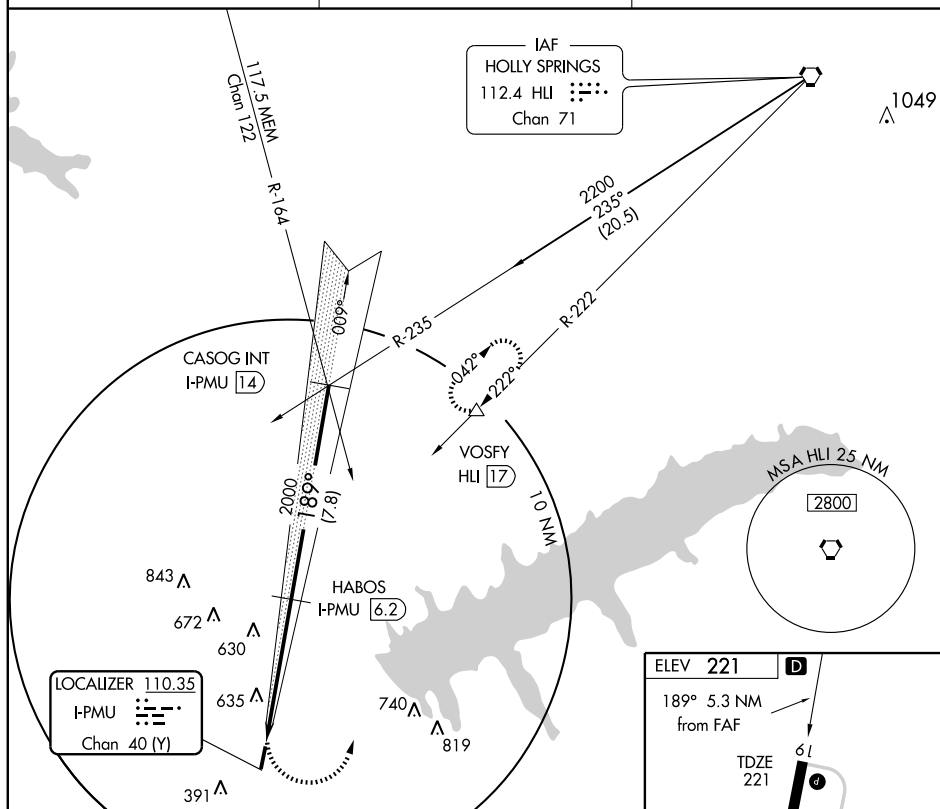
**NA** If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

AWOS-3  
**118.225**

MEMPHIS CENTER  
**128.5 381.4**

UNICOM  
**122.8** (CTAF) **0**



CATEGORY	A	B	C	D
S-19	760-1	540 (600-1)	760-1½ 540 (600-1½)	760-1¾ 540 (600-1¾)
CIRCLING	760-1	539 (600-1)	940-2 719 (800-2)	940-2¼ 719 (800-2¼)

MIRL Rwy 1-19

APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>4410</b> <b>219</b> <b>221</b>
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# RNAV (GPS) RWY 1

BATESVILLE/ PANOLA COUNTY (PMU)

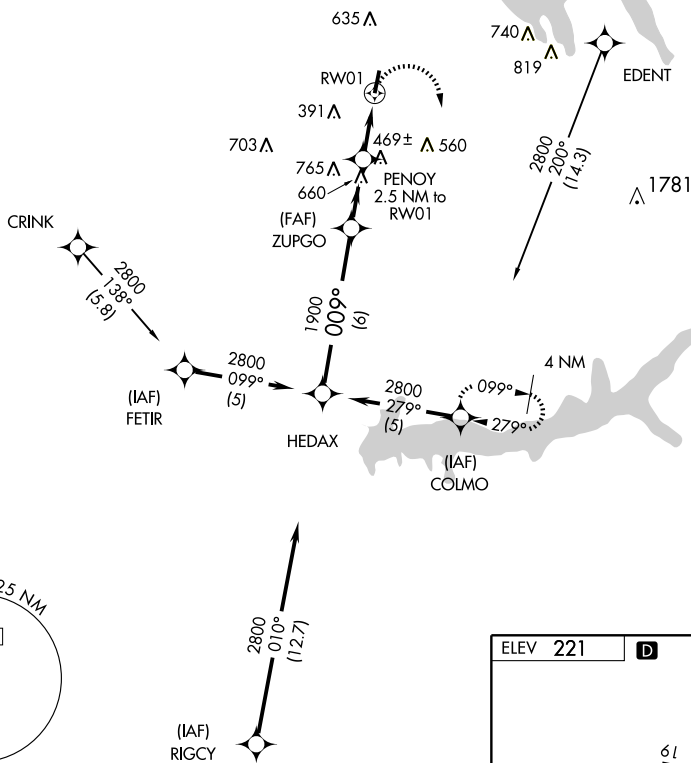
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
 If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

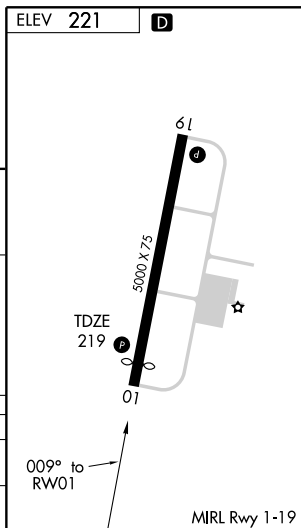
AWOS-3  
**118,225**

MEMPHIS CENTER  
**128.5 381.4**

UNICOM  
**122.8 (CTAF) 0**



HEDAX VGS1 and descent angles not coincident.				
CATEGORY	A	B	C	D
LNNAV MDA	720-1	501 (500-1)	720-1½	501 (500-1½)
CIRCLING	740-1	519 (600-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)



APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>219</b> <b>221</b>
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# RNAV (GPS) RWY 19

## BATESVILLE/ PANOLA COUNTY (PMU)

BATESVILLE/ PAÑOLA COUNTY (PMU)

**T** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter  
**A** NA setting not received, use Oxford altimeter setting and increase all MDAs  
 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

**MISSED APPROACH:** Climbing left turn to 2200 direct to CASNI WP and hold.

AWOS-3 <b>118.225</b>	MEMPHIS CENTER <b>128.5 381.4</b>	UNICOM <b>122.8</b> (CTAF) <b>L</b>
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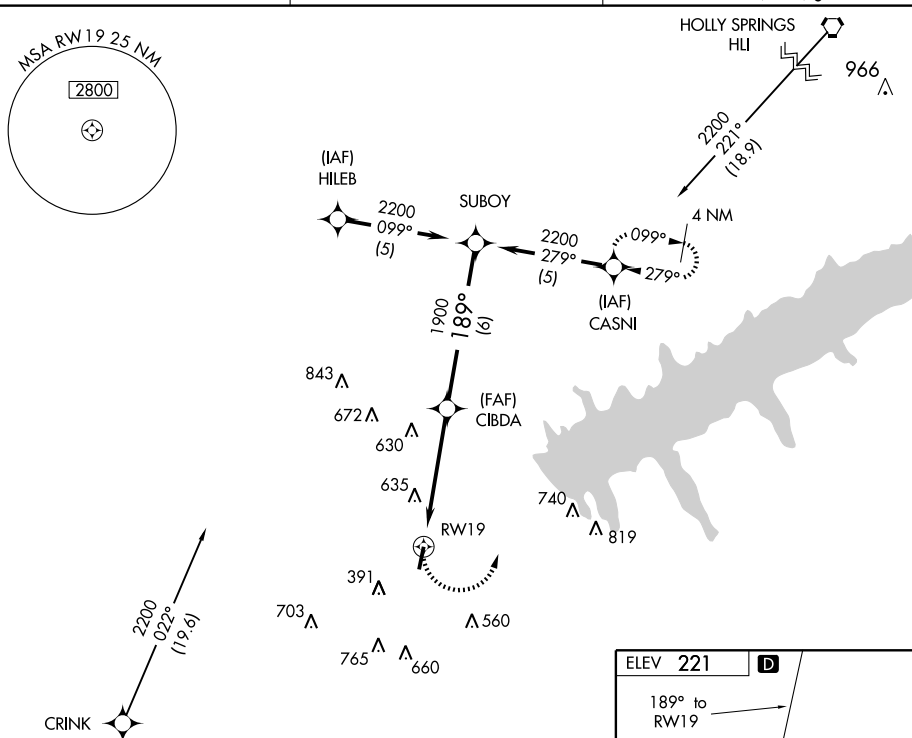
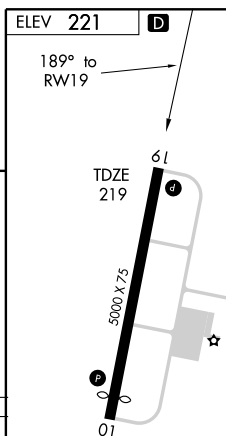


Diagram illustrating a procedure turn NA (Non-Arrival) with a 189° turn. The diagram shows a 1.6 NM segment from RW19 to CIBDA, followed by a 3.4 NM segment to the turn point, and a 6 NM segment to the 2200 MSL turn. The turn angle is 189°. The TCH is 50 feet. The diagram also shows the CASNI symbol and the text "VGS1 and descent angles not coincident."



MIRL Rwy 1-19

**BAYOU** N30°29.13' W89°09.73' NOTAM FILE GPT.  
NDB (LOM) 360 GP 132° 6.7 NM to Gulfport—Biloxi Intl.

NEW ORLEANS  
L-21C, 22G

## BAY ST LOUIS

**STENNIS INTL** (HSA) 8 NW UTC-6(-5DT) N30°22.07' W89°27.28'

23 B S4 **FUEL** 100LL JET A Class IV, ARFF Index A. NOTAM FILE HSA

**Rwy 18-36:** H8497X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-270 HIRL

**Rwy 18:** MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Tree.

**Rwy 36:** REIL. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1230-0130Z†. For fuel after hrs call 228-463-0404 or 228-467-7070. For major and minor repairs after hrs call 228-467-3222. CLOSED to air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 228-467-7070. Numerous flocks of birds AER 36. Numerous low flying fish spotter acft ops near shoreline between Gulfport and Bay St Louis SR-SS. ACTIVATE HIRL Rwy 18-36, REIL Rwy 36—CTAF. ACTIVATE MALSR Rwy 18 127.15.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (228) 466-9320. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z‡)

Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 (0500-1200Z‡)  
**TOWER** 127.15 (1300-0300Z‡) **GND CON** 121.725

**AIRSPACE:** CLASS D svc 1300-0300Z‡ other times CLASS G.

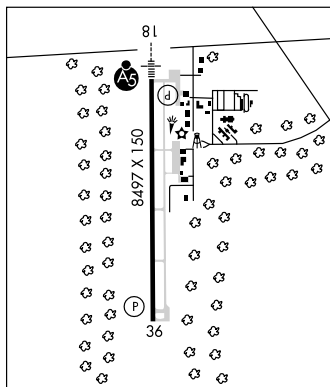
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41'

W89°04.61' 263° 19.7 NM to fld. 23/02E. **HIWAS.**

**HANCO NDB (MHW/LOM)** 221 HS N30°27.06' W89°27.32' 179° 5 NM to fld.

**ILS** 110.35 I-HSA Rwy 18. LOM Hanco NDB.



## BAY SPRINGS

**THIGPEN FLD** (ØØM) 3 SE UTC-6(-5DT) N31°57.23' W89°14.12'

351 B NOTAM FILE GWO

**Rwy 16-34:** H3000X50 (ASPH) S-8 MIRL

**Rwy 16:** Tree. **Rwy 34:** Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z‡.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 004° 32.5 NM to fld. 290/05E.

NEW ORLEANS  
L-18G

## BELMONT

**TISHOMINGO CO** (Ø1M) 2 S UTC-6(-5DT) N34°29.50' W88°12.07'

578 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO

**Rwy 17-35:** H4000X60 (ASPH) S-20 MIRL

**Rwy 17:** Thld dsplcd 500'. Trees.

**Rwy 35:** Thld dsplcd 977'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z‡. For fuel and svc after hrs call 662-454-9989 or 662-424-0846. Rwy 17 dsplcd thld not lighted. BCN lgt does not rotate. ACTIVATE MIRL Rwy 17-35—CTAF.

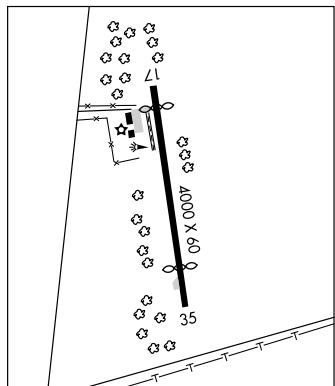
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

**HAMILTON (L) VORTACW** 110.4 HAB Chan 41 N34°11.71'

W88°00.75' 330° 20.1 NM to fld. 810/02E. **HIWAS.**

MEMPHIS  
L-18H



LOC I-HSA <b>110.35</b>	APP CRS <b>179°</b>	Rwy Idg TDZE <b>23</b> Apt Elev <b>23</b>
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# ILS or LOC RWY 18

BAY ST. LOUIS/STENNIS INTL (HSA)

**⚠** When local altimeter setting not received, use Gulfport altimeter setting and increase DA to 270 feet and all MDAs 60 feet.

MALSR  
AS

MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

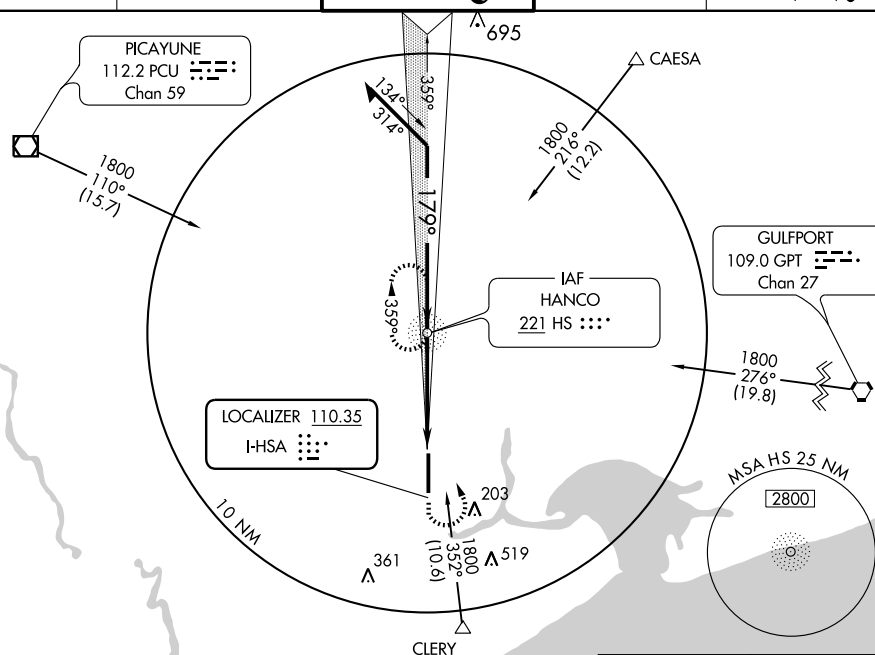
AWOS-3  
**118.375**

GULFPORT APP CON\*  
**124.6 354.1**

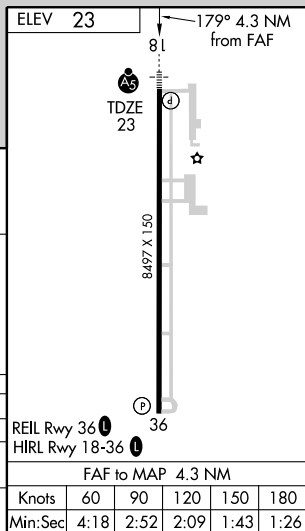
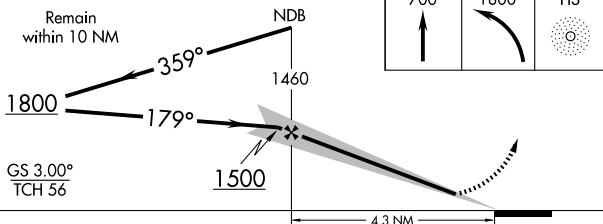
STENNIS TOWER\*  
**127.15** AS

GND CON  
**121.725**

UNICOM  
**123.0 (CTAF) 0**



## ADF REQUIRED



NDB HS <b>221</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>8497</b> <b>23</b> <b>23</b>
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**NDB RWY 18**

BAY ST. LOUIS / STENNIS INTL (HSA)

▲ NA If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.



MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

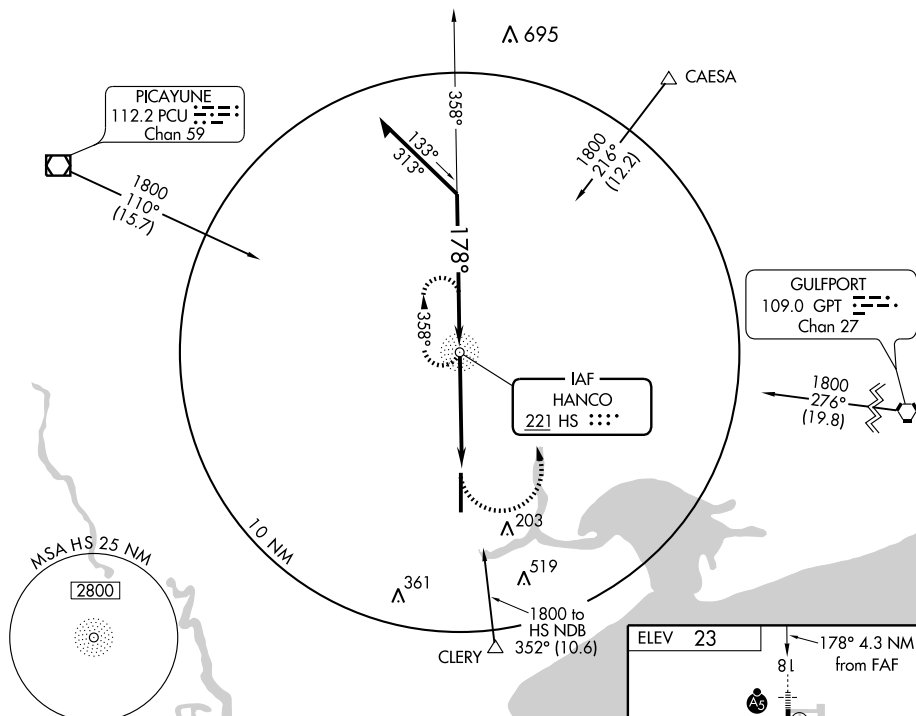
AWOS-3  
**118.375**

GULFPORT APP CON★  
**124.6 354.1**

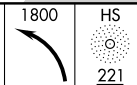
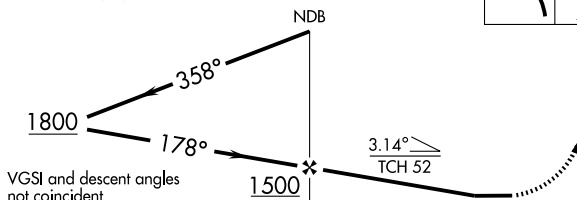
STENNIS TOWER★  
**127.15**

GND CON  
**121.725**

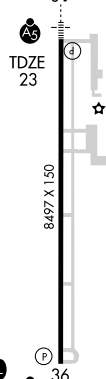
UNICOM  
**123.0** (CTAF)



Remain  
within 10 NM



ELEV 23 178° 4.3 NM from FAF



REIL Rwy 36 36  
HIRL Rwy 18-36

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

APP CRS  
**179°**

Rwy Idg **8497**  
TDZE **23**  
Apt Elev **23**

**RNAV (GPS) RWY 18**

BAY ST. LOUIS / STENNIS INTL (HSA)

**A** When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

MALSR



MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

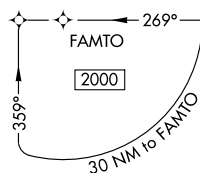
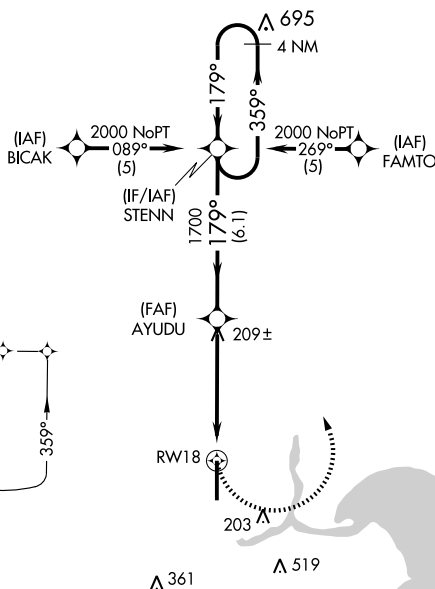
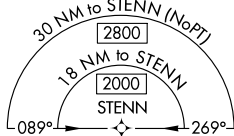
AWOS-3  
**118.375**

GULFPORT APP CON ★  
**124.6 354.1**

STENNIS TOWER ★  
**127.15** **A5**

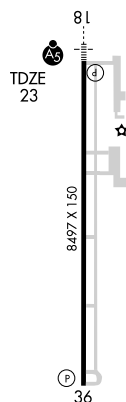
GND CON  
**121.725**

UNICOM  
**123.0** (CTAF) **①**

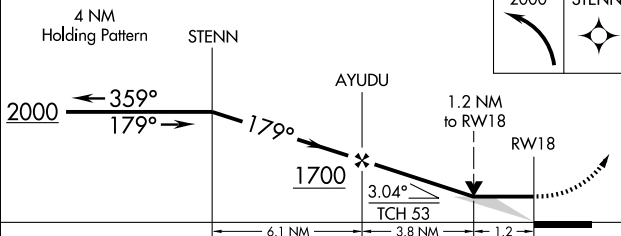


ELEV **23**

179° to RWY 18



REIL Rwy 36 **①**  
HIRL Rwy 18-36 **①**



CATEGORY	A	B	C	D
LNNAV MDA	460-1/2	437 (500-1/2)	460-3/4 437 (500-3/4)	460-1 437 (500-1)
CIRCLING	520-1	497 (500-1)	520-1 1/2 497 (500-1 1/2)	580-2 557 (600-2)

WAAS CH <b>63109</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>8497</b> <b>14</b> <b>23</b>
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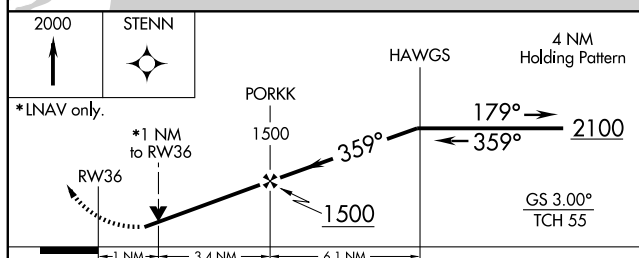
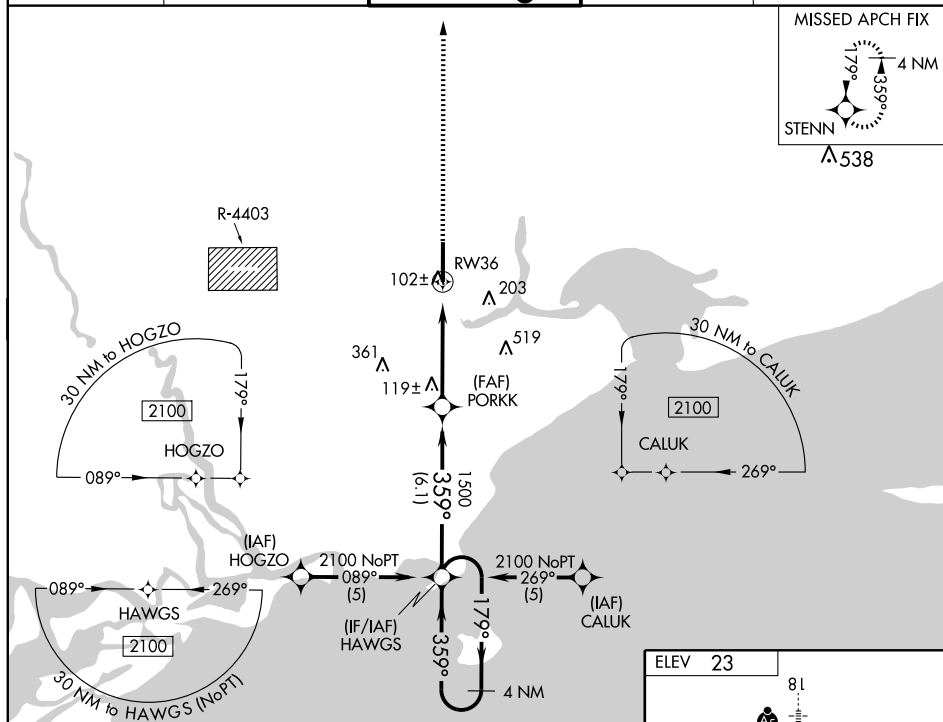
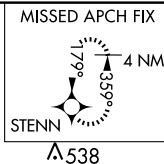
## RNAV (GPS) RWY 36

BAY ST. LOUIS/STENNIS INTL (HSA)

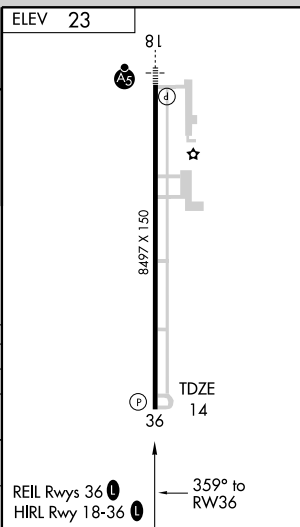
Baro-VNAV NA when using Gulfport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 378, LNAV/VNAV DA to 409. Increase LPV visibility ¼ mile. Increase all MDA 60 feet and Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

MISSED APPROACH:  
Climb to 2000 direct  
STENN and hold.

AWOS-3 <b>118.375</b>	GULFPORT APP CON* <b>124.6 354.1</b>	STENNIS TOWER* <b>127.15</b> <b>A5</b>	GND CON <b>121.725</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
LPV DA		331-1	317 (400-1)	
LNAV/VNAV DA		362-1¼	348 (400-1¼)	
LNAV MDA		380-1 366 (400-1)		380-1¼ 366 (400-1¼)
CIRCLING	520-1 497 (500-1)		520-1½ 497 (500-1½)	580-2 557 (600-2)



VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>23</b>
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**VOR-A**  
BAY ST. LOUIS/STENNIS INTL (HSA)

**A** When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090° and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

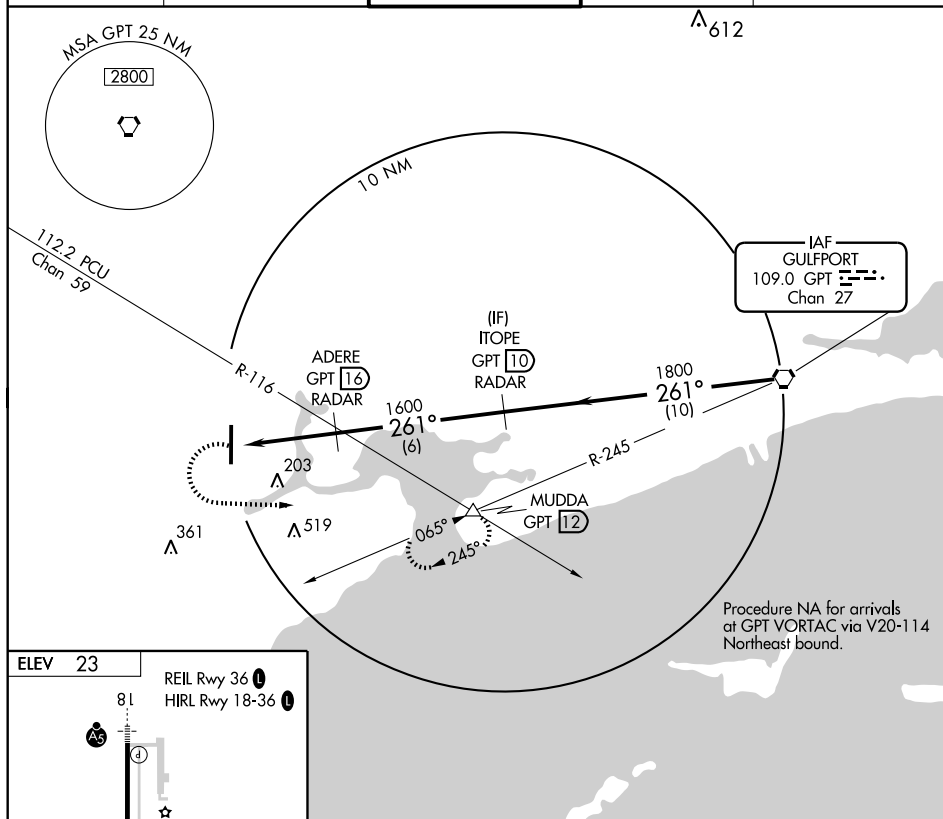
AWOS-3  
**118.375**

GULFPORT APP CON★  
**124.6 354.1**

STENNIS TOWER★  
**127.15** **AS**

GND CON  
**121.725**

UNICOM  
**123.0** (CTAF) **0**



ELEV **23**

REIL Rwy 36 **0**  
HIRL Rwy 18-36 **0**

8 l  
AS

4

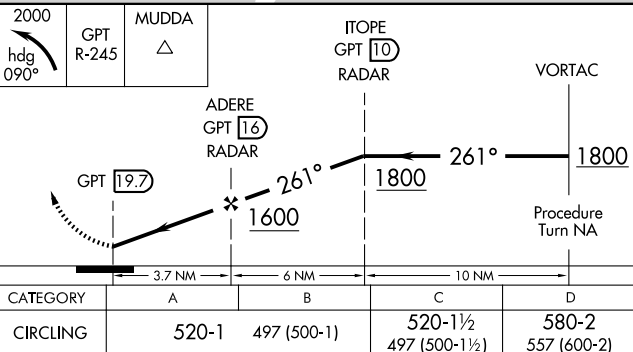
☆

8497 X 150

36

P

261° 3.7 NM  
from FAF



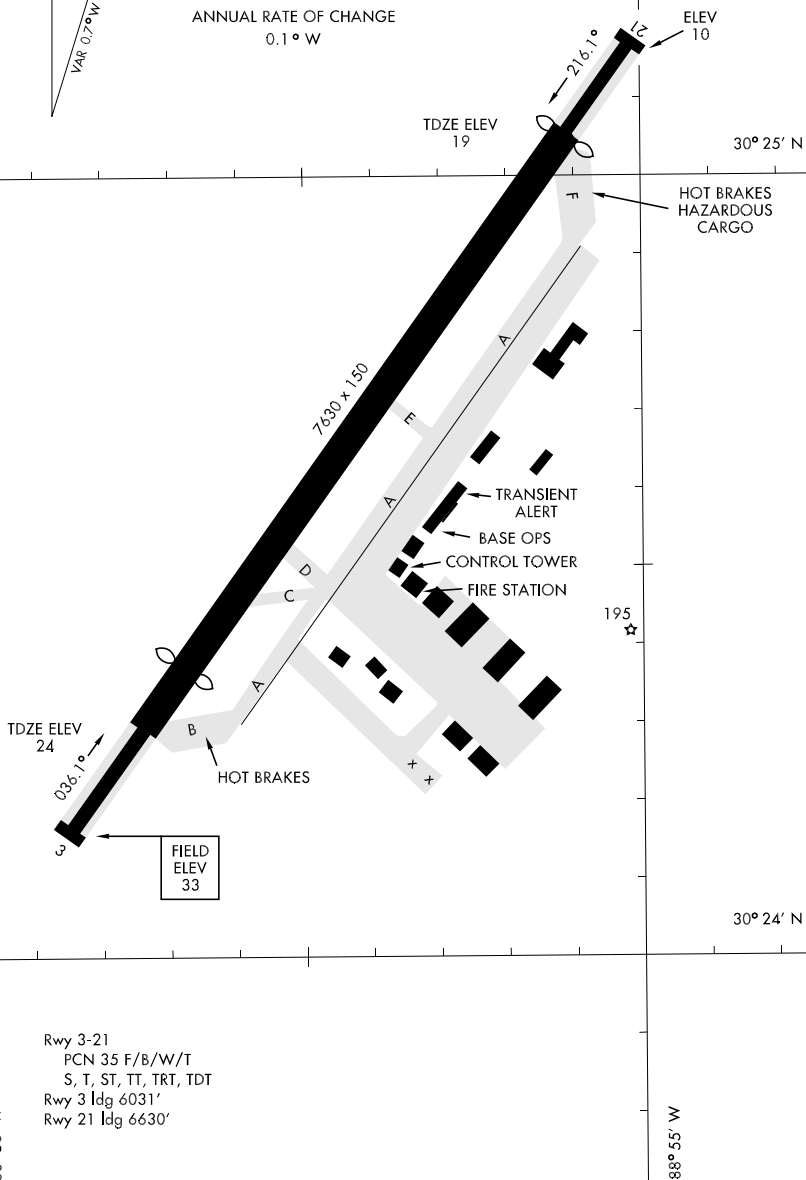
## AIRPORT DIAGRAM

AFD-49 [USAF]

BILOXI, MISSISSIPPI

ATIS 281.55  
 KEESLER TOWER ★  
 120.75 269.075  
 GND CON  
 121.8 275.8  
 CLNC DEL  
 121.8 275.8

AUGUST 2009  
 ANNUAL RATE OF CHANGE  
 0.1 ° W



SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

WGS-84 DATUM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

**KEESLER AFB** (BIX)(KBIX) AF (AFRC) O W UTC-6(-5DT) N30°24.63' W88°55.47' **NEW ORLEANS**  
 33 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE BIX Not insp. H-7E, 8F, L-21C, 22G, GOMC  
**RWY 03-21:** H7630X150 (PEM) PCN 27 F/B/W/T HIRL 0.3% up SW **DIAP, AD**  
**RWY 03:** REIL: PAPI(P4L). Thld dsplcd 1599'. **RWY 21:** ALSF1. PAPI(P4L). Thld dsplcd 1000'. Rgt tfc.

**MILITARY SERVICE:**  
 LGT—NSTD rwy edge and twy lgts, several lgts greater than 200' distance apart on rwy, several missing twy exit lgts. JASU 1(MA-1A) 3(A/M32A-86A) **FUEL J8 FLUID SP PRESAIR LPOX LOX OIL O-148-156**  
**TRAN ALERT** Opr Mon-Thu 1400-2200Z†, Fri 1400-0500Z†, Sat-Sun 1700-2300Z† clsd hol. Unit training assemblies Sun 1900-0500Z†.

**MILITARY REMARKS:** Opr Mon-Fri 1400-0500Z†, Sat and Sun 1700-2300Z† closed holidays. Unit training assemblies Sun 1900-0500Z†. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Aircrews etc GND prior to acft engine start. PPR for all acft ctc Afd management OPS at DSN 579-2120 or C228-377-2120. Pilots will avoid flying over the USAF Medical Center located on the Back Bay 1 NM E of rwy, and the VA Hospital on the Back Bay 1 NM W of rwy. Twy E rstd to small acft. Acft rinse facility (Bird Bath) Twy C avbl to C-130 and larger acft. Outside of published opr hour, coordinate mission essential (EVAC, Storm Tracking and High HQ (JSC) Mission) acft arr/dep with Base OPS when open or Command Post. All C130 or larger must face N on Twy B for maintenance runs or engine run-ups. **CAUTION** Rwy hazard men or equipment opr randomly to include within 100' of rwy daily. Lgtd trees pent 50:1 plane on Rwy 03-21. Lgtd water tower located 1775' rgt of Rwy 03 centerline and 2900' left of Rwy 21 centerline. Glide slope antenna 250' W of centerline and 1050' from apch end Rwy 21. 141' AGL crane 1 NM west of rwy centerline. 190' AGL crane 1 NM west of rwy centerline. 125' crane 1 NM west of rwy centerline. 150' crane 1 NM east of rwy centerline. Bird Alert—Concentration of birds in vicinity of airfield during inclement weather. Large frame and heavy acft will make 180° turns on concrete portion of rwy. Weather forecast: Marina trees hinder wind, low wind speed on Rwy 21 apch when wind direction from 280°-340°. During augmentation/backup, ltd wx obsn to E and visibility marker byd 1 statute mile only avbl in the W to N sector, night flood lgt hinder cloud and visibility observation and ceilings frequently 100'-200' lower than observation on Rwy 21 apch from Nov-Mar. Rwy edge lgts past thresholds greater than 10' from full strength pavement. Spot 24/25 (Twy B and Twy F) light-alls used when C-5 or C-17 parked during hrs of darkness and inclement wx. Night vision devices training Tue and Thu 0200-0400Z†. **TFC PAT** TPA—Overhead 1500(1467), Conventional 1000(967), Helicopter 500(467). Rwy 03 precision instrument apch not avbl.

**MISC** Rwy 03 avbl tkf 6632' from key-hole. Rwy 21 avbl tkf 6034' from key-hole. See US Terminal Low Arpt Sketch for NSTD Rwy 03-21 configuration. Rwy 03 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side, and remaining 598X150 is concrete. Rwy 21 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side. VIP acft ctc PTD 372.2 15 minutes prior to ldg with firm chock time. During opr hours, LIFEGUARD/MEDEVAC/SAR/MSN essential acft ctc Afd Management OPS DSN 597-2120, C228-377-2120 1 hour prior to arr for proper coordination, during non-opr hours, ctc Command Post DSN 597-4330, C228-377-4330 1 hour prior to req airfield be opened. Hanger space not avbl for severe weather. COMSEC materials are not avbl. Dsplcd thld may be used for tkf and ldg rollout, ctc twr with req to back taxi. Assault Zone marker on rwy. Rwy Surface Condition/Rwy Condition Reading not reported during published afd clsd times. **403 WG AFRC** C130/WC130 acft opr weekdays.

**COMMUNICATIONS:** ATIS 281.55 (Mon-Fri 1400-0300Z†, Sat-Sun 1700-2300Z†, clsd hol. Unit training assemblies Sun 1900-0500Z†) **PTD** 372.2

Ⓡ **GULFPORT APP/DEP CON** 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°) (1200-0500Z†)

Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 387.05 (0500-1200Z†)

**TOWER** 120.75 269.075 (Opr Mon-Fri 1400-0500Z†, Sat and Sun 1700-2300Z†, clsd hol. Unit Training Assemblies Sun 1900-0500Z†) **GND CON** 121.8 275.8 **CLNC DEL** 121.8 275.8

**403 WG AFRC COMD** 252.8 (Call ACCOUNTANT) **PMSV METRO** 267.4 Full svc during afd opr hrs, extd as required, clsd holidays. Remote briefing svc avbl from 26 OWS Barksdale AFB, LA, DSN 331-2651, C318-529-2651. Automatic FMQ-19 in use 24 hrs. Augmented/backed up FMQ-19 in use when required during opr hrs and for resource protection. ASOS obsn avbl at DSN 597-0438 or C228-377-0438. **AEROMEDICAL EVAC** 236.6

**AIRSPACE: CLASS D** svc Opr Mon-Fri 1400-0500Z†, Sat and Sun 1700-2300Z† clsd Hol. Unit Training Assemblies Sun 1900-0500Z† other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.  
**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41' W89°04.61' 086° 7.9 NM to fld. 23/2E. **HIWAS**. TACAN azimuth OTS indef.

(T) **TACAN** Chan 55 BIX (111.8) N30°24.41' W88°55.80' at fld. 10/1E. NOTAM FILE BIX. Monitored during published opr hours only. No NOTAM MP Wed 1200-1400Z† (1000/2+1).

**ILS** 109.7 I-BIX Rwy 21. Monitored during published opr hr only. No NOTAM MP Tue and Thu 1200-1400Z† (1000/2+1). Critical area not protected.


**KEWANEE** N32°22.01' W88°27.50' NOTAM FILE GWO.

(L) **VORTAC** 113.8 EWA Chan 85 047° 12.4 NM to Mallard. 300/04E. VORTAC unusable 250°-290° byd 30 NM blo 3000'.

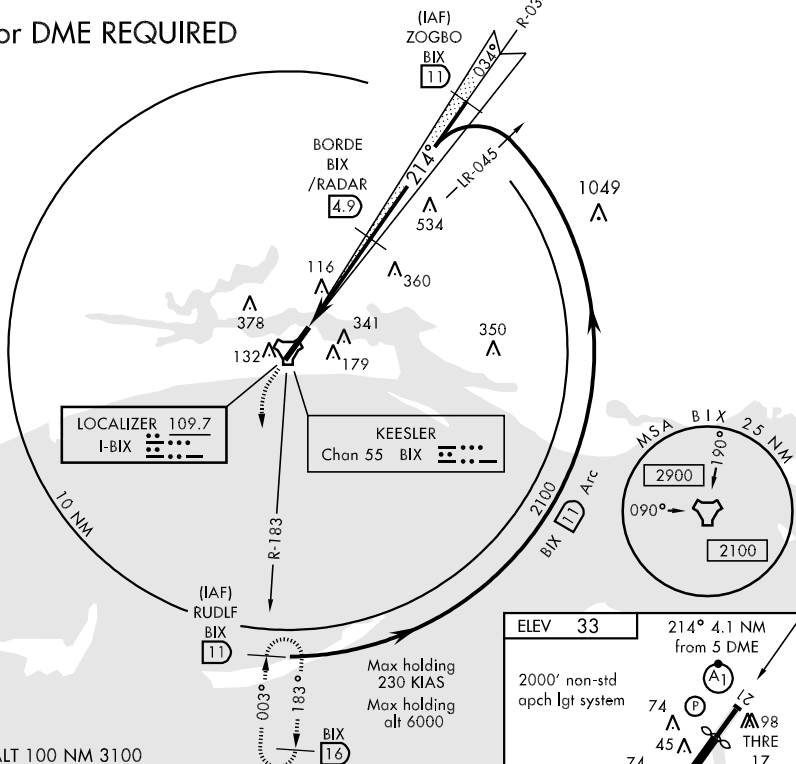
**RCO** 122.1R 113.8T (GREENWOOD RADIO)

**MEMPHIS**

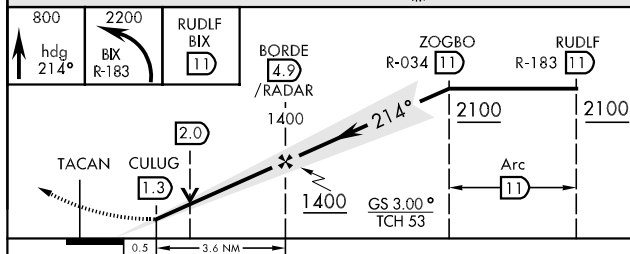
L-18H

LOC I-BIX <b>109.7</b>	APCH CRS <b>214°</b>	Rwy Idg <b>6630</b> THRE Arpt Elev <b>33</b>	AL-49 [USAF]	KEESLER AFB (KBIX)
<b>▼</b> * When ALS inop, increase CAT ABCD RVR to 40, vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to $\frac{1}{2}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.
ATIS <b>281.55</b>	GULFPORT APP CON <b>124.6 354.1</b> (130° - 309°) <b>127.5 254.25</b> (310° - 129°)	KEESLER TOWER ★ <b>120.75 269.075</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>

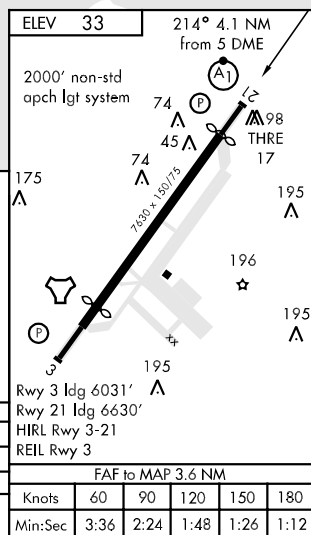
## RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-ILS 21*	217/24 200 (200-½)			
S-LOC 21**	460/24 443 (500-½)	460/45 443 (500-¾)		
CIRCLING	620-1	700-1	700-1½	740-2½
	587 (600-1)	667 (700-1)	667 (700-1¾)	707 (800-2½)



TACAN BIX Chan 55	APCH CRS 023°	Rwy Idg THRE 23 Arpt Elev 33
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AL-49 [USAF]

KEESLER AFB (KBIX)



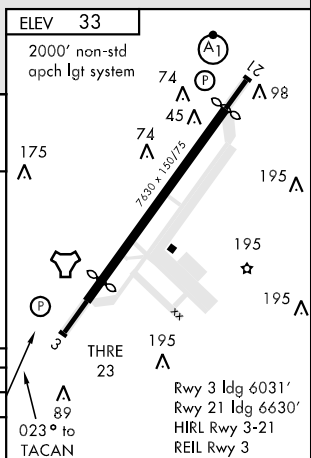
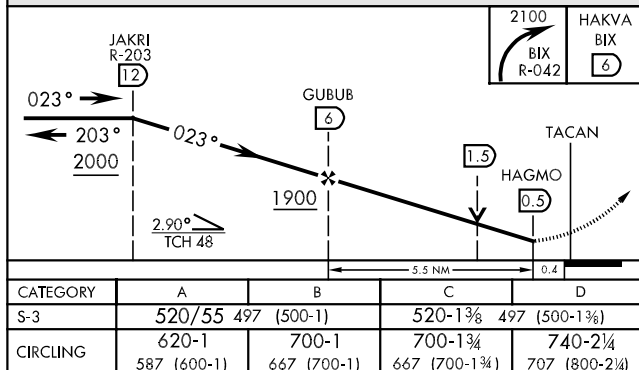
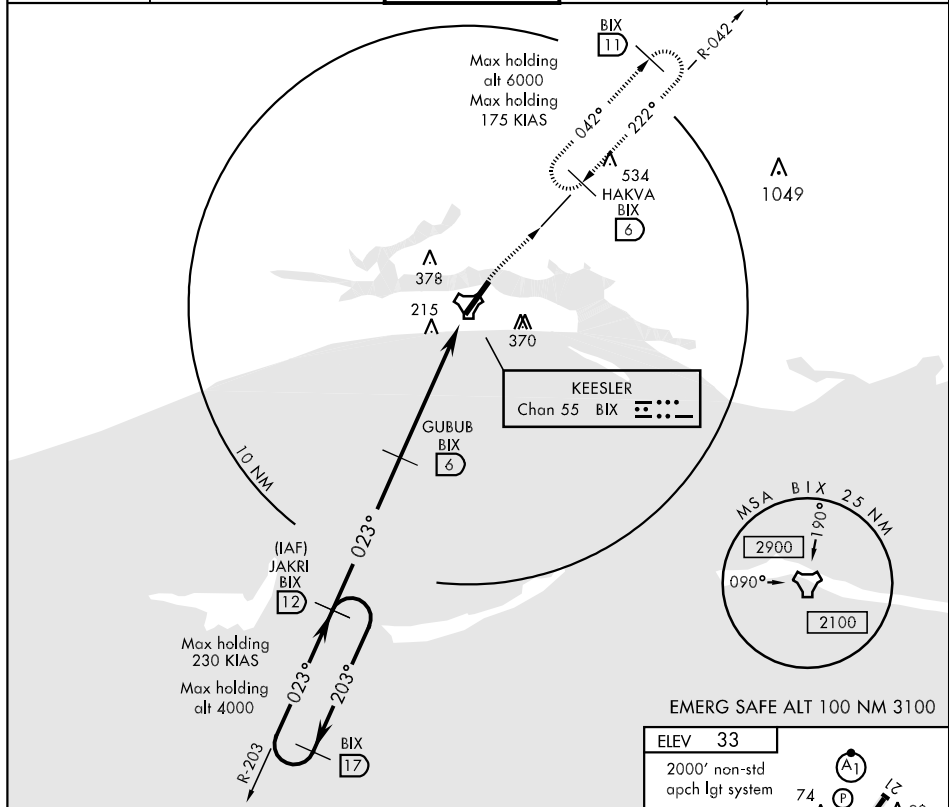
MISSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

ATIS  
281.55

GULFPORT APP CON  
124.6 354.1 (130°- 309°)  
127.5 254.25 (310°- 129°)

KEESLER TOWER ★  
120.75 269.075

GND CON  
121.8 275.8

CLNC DEL  
121.8 275.8


TACAN BIX	APCH CRS	Rwy Idg	<b>6630</b>
Chan <b>55</b>	<b>219°</b>	THRE	<b>17</b>
		Arpt Elev	<b>33</b>

AL-49 [USAF]

KEESLER AFB (KBIX)

**T** \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1¾ miles.



**MISSED APPROACH:** Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

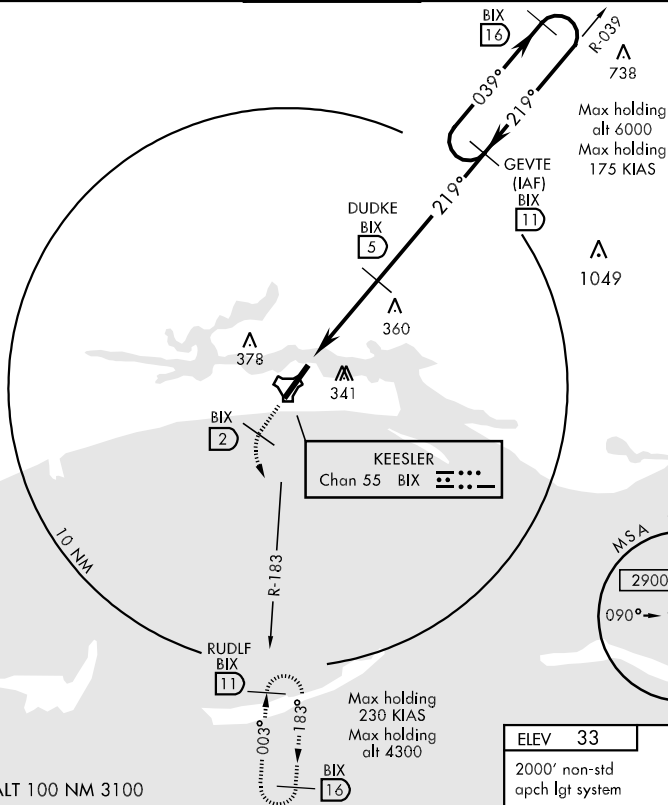
ATIS  
281.55

GULFPORT APP CON		
124.6	354.1	(130°- 309°)
127.5	254.25	(310°- 129°)

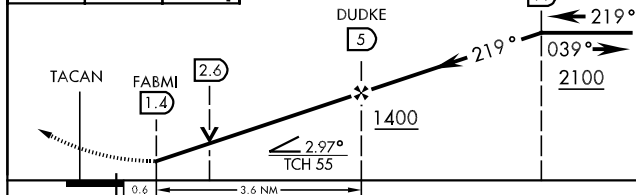
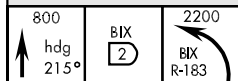
KEESLER TOWER ★  
120.75 269.075

GND CON  
21.8 275.

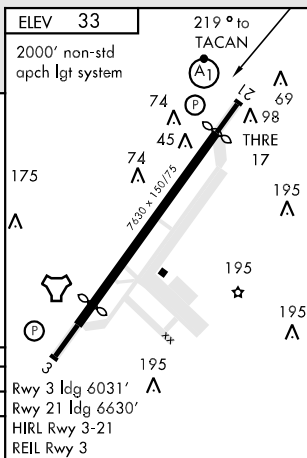
CLNC DEL  
121.8 275.8



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-21*	640/40	623 (700-¾)	640-1⅜	623 (700-1⅜)
CIRCLING	640-1 607 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

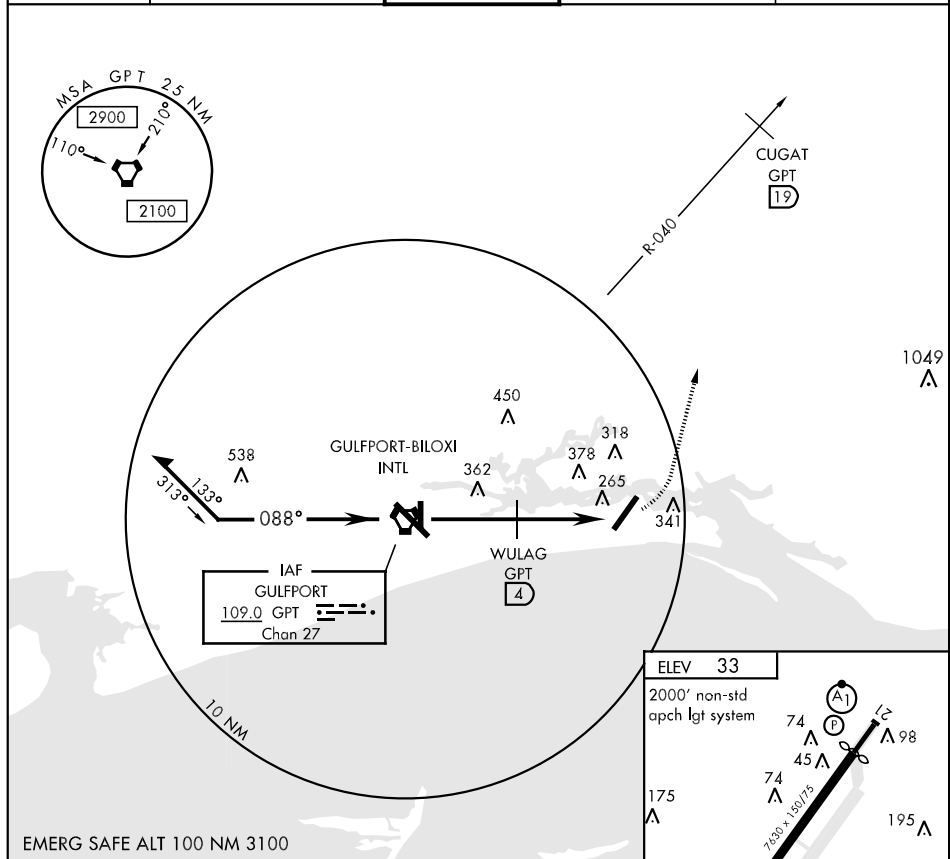


VORTAC GPT <b>109.0</b> Chan <b>27</b>	APCH CRS <b>088°</b>	Rwy Idg TDZE Arpt Elev <b>33</b>	N/A N/A
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AL-49 [USAF]

KEESLER AFB (KBIX)

<div> <div>▼</div> <div>MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).</div> </div>				
ATIS <b>281.55</b>	GULFPORT APP CON <b>124.6 354.1</b> (130°-309°) <b>127.5 254.25</b> (310°-129°)	KEESLER TOWER ★ <b>120.75 269.075</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>



Remain within 10 NM	VORTAC	2100	hdg 010°	GPT R-040	CUGAT GPT 19
2000	268°	088°	2000	088°	1500
WULAG 4.0	ZUPVA 7.3	4 NM	3.3 NM	4	
CATEGORY	A	B	C	D	
CIRCLING	1040-1¼ 1007 (1100-1¼)	1040-1½ 1007 (1100-1½)	1040-3 1007	(1100-3)	
FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

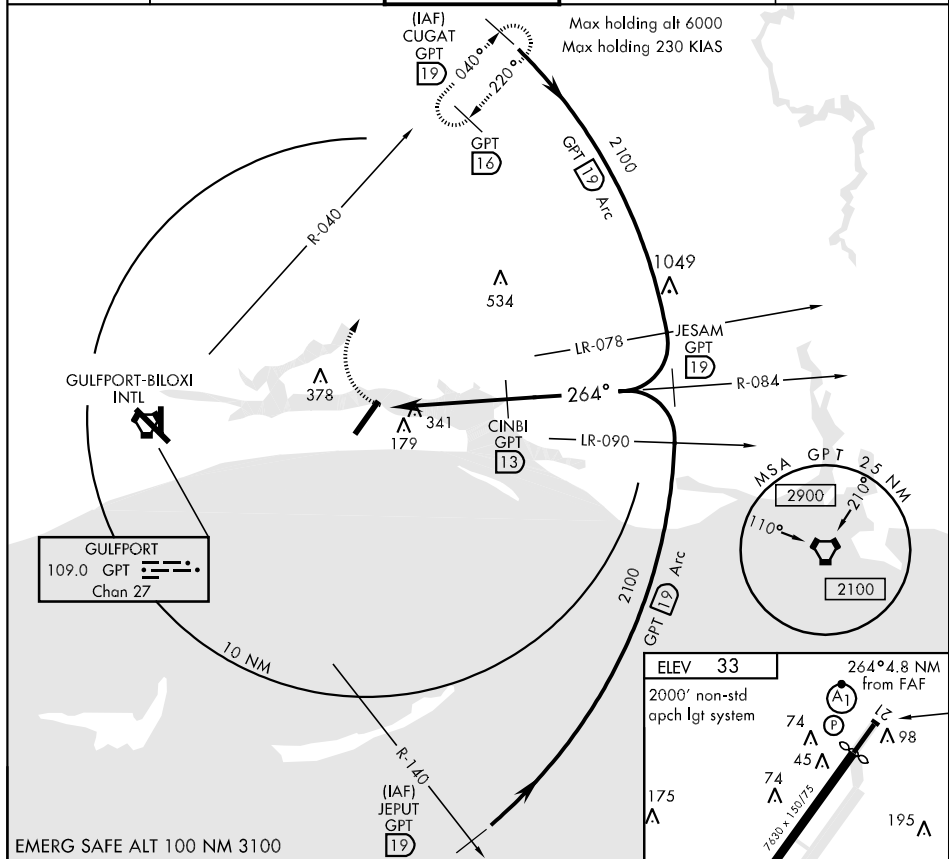
VORTAC GPT 109.0 Chan 27	APCH CRS 264°	Rwy Idg TDZE Arpt Elev 33	N/A N/A 33
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AL-49 [USAF]

KEESLER AFB (KBIX)

<div> <div></div> <div>MISSED APPROACH: Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.</div> </div>				
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ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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<div> <div>2100</div> <div>hdg 010°</div> </div>		<div> <div>GPT R-040</div> <div>CUGAT GPT 19</div> </div>	
<div> <div>CIXAM GPT 8.7</div> <div>1600</div> </div>		<div> <div>CINBI GPT 13</div> <div>JESAM GPT 19</div> </div>	
<div> <div>2.5</div> <div>4.3 NM</div> <div>6 NM</div> </div>		<div> <div>2100</div> <div>264°</div> </div>	
CATEGORY	A	B	C
CIRCLING	660-1 627 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)

ELEV 33

2000' non-std apch lgt system

74

45

74

195

195

195

195

74

195

195

195

Rwy 3 Idg 6031'

Rwy 21 Idg 6630'

HIRL Rwy 3-21

REIL Rwy 3

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

264° 4.8 NM from FAF

74

45

74

195

195

195

195

74

195

195

195

Rwy 3 Idg 6031'

Rwy 21 Idg 6630'

HIRL Rwy 3-21

REIL Rwy 3

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

**BELZONI MUNI** (1M2) 3 SW UTC-6(-5DT) N33°08.71' W90°30.92'

MEMPHIS

110 B TPA-1210(1100) NOTAM FILE GWO

L-18G

RWY 03-21: H3000X50 (ASPH) S-24 MIRL

RWY 03: P-line. RWY 21: Twr.

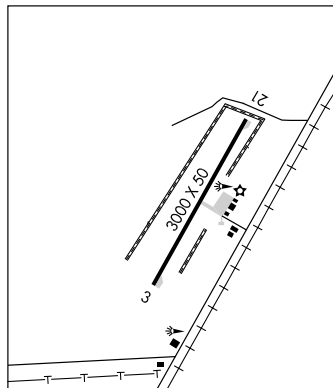
**AIRPORT REMARKS:** Unattended. Arpt CLOSED at ngt. Rwy 21 has 4' ditch 130' from thld. MIRL Rwy 03-21 Preset low ints; higher ints ACTIVATE-CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 209° 22.5 NM to fld. 125/03E.



**BIGBEE** N33°29.13' W88°30.82' NOTAM FILE GWO.

MEMPHIS

(L) VORTACW 116.2 IGB Chan 109 238° 4.4 NM to Golden Triangle Rgnl. 240/04E. HIWAS.

H-6J, L-18G

VOR portion unusable: 200°-260° blo 5000'.

RCD 123.65 (GREENWOOD RADIO)

**BOONEVILLE/BALDWIN** (8M1) 6 SW UTC-6(-5DT) N34°35.51' W88°38.91'

MEMPHIS

384 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 15-33: H5000X75 (ASPH-GRVD) S-20 MIRL

IAP

RWY 15: REIL. Trees. RWY 33: REIL. Trees.

**AIRPORT REMARKS:** Attended 1300-2000Z±. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33-CTAF.

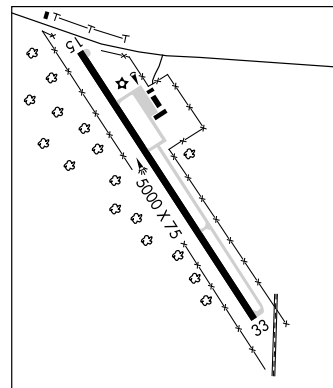
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43'

W88°47.84' 015° 23.2 NM to fld. 360/04E.



**BRENZ** N32°24.78' W90°15.68' NOTAM FILE HKS.

MEMPHIS

NDB (MHW/LOM) 260 JH 157° 5.1 NM to Hawkins Fld. NDB unmonitored 0300-1300Z±.

L-18G

APP CRS  
**325°**

Rwy Idg **5000**  
TDZE **384**  
Apt Elev **384**

# GPS RWY 33

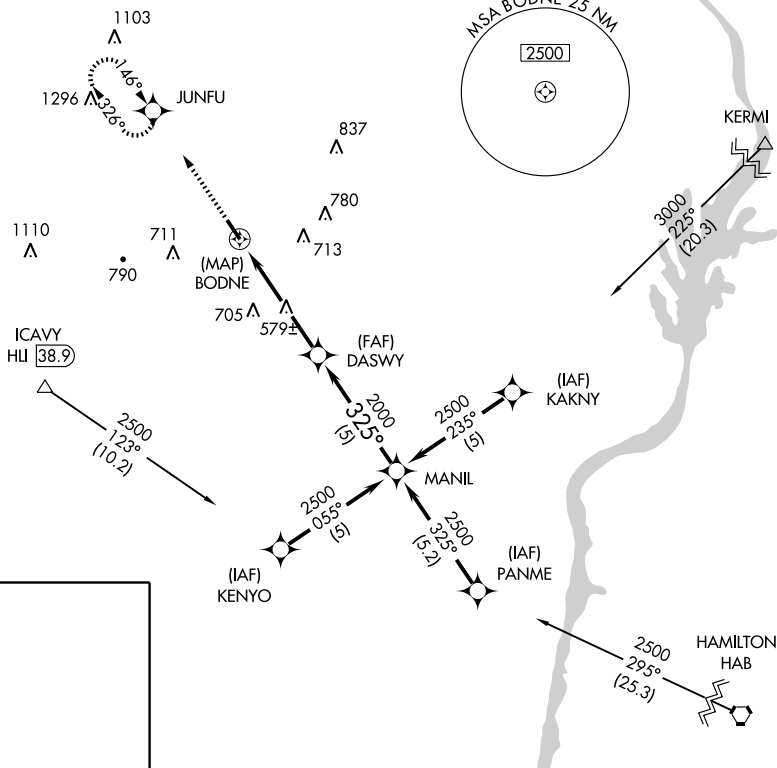
BOONEVILLE/BALDWIN (8M1)

**NA** Use Tupelo Regional, MS altimeter setting.

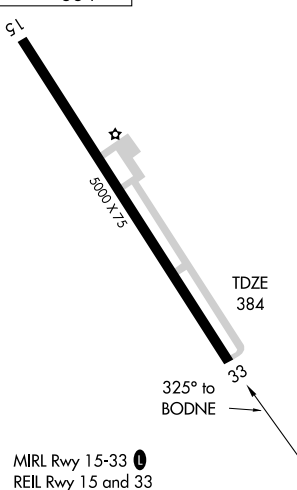
MISSED APPROACH: Climb to 2500 via 326° course to JUNFU WP and hold.

MEMPHIS CENTER  
**135.9 273.55**

UNICOM  
**122.8 (CTAF) 0**



ELEV 384



JUNFU				MANIL			
2500 CRS 326°				2500			
BODNE				DASWY			
325°				325°			
2000				2000			
5 NM				5 NM			
CATEGORY	A	B	C	D	Procedure Turn NA		
S-33	900-1	516 (600-1)	900-1½ 516 (600-1½)	NA			
CIRCLING	920-1	536 (600-1)	920-1½ 536 (600-1½)	NA			

VOR/DME OTB <b>109.8</b> Chan <b>35</b>	APP CRS <b>015°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>384</b>
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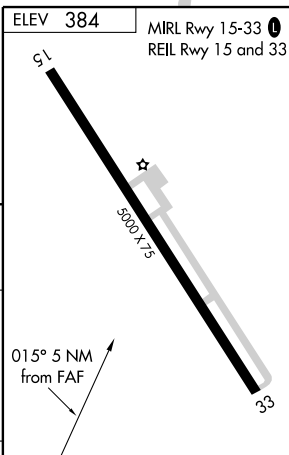
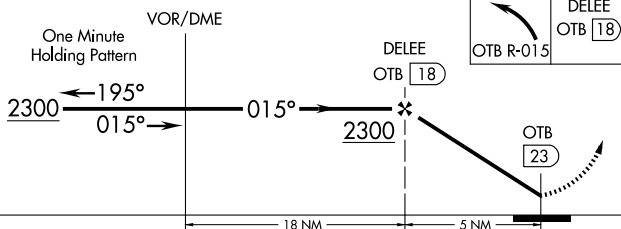
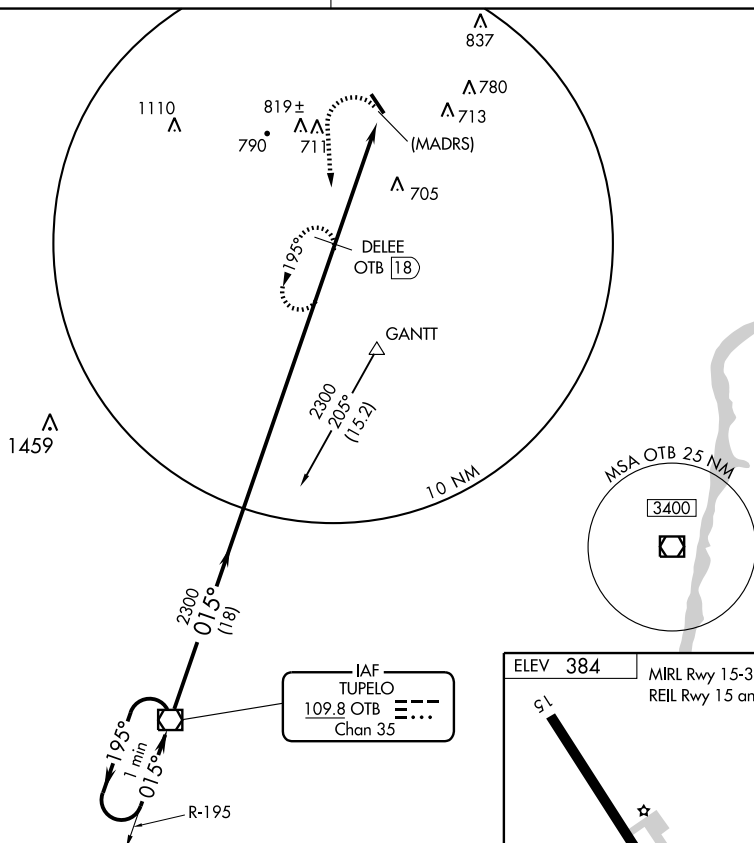
VOR/DME or GPS-A  
BOONEVILLE/BALDWIN (8M1)

**A** NA Use Tupelo altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2300 via OTB R-015 to DELEE/OTB 18 DME and hold.

MEMPHIS CENTER  
135.9 273.55

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D	E					
CIRCLING	1040-1 656 (700-1)	1040-1¼ 656 (700-1¼)	1040-1¾ 656 (700-1¾)	NA	Knots	60	90	120	150	180
	Min:Sec									

**BROOKHAVEN—LINCOLN CO** (1R7) 3 NE UTC-6(-5DT) N31°36.35' W90°24.56'

NEW ORLEANS

489 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-22F

RWY 04-22: H5000X75 (ASPH) S-27 MIRL

IAP

RWY 04: PAPI(P2L)—GA 3.0° TCH 40'. Thld displcd 632'. Trees.

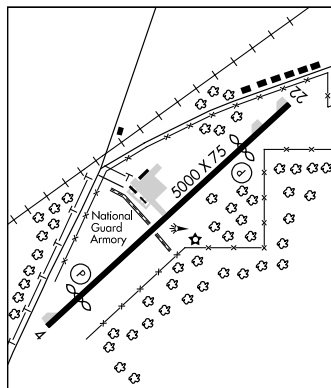
RWY 22: PAPI(P2L)—GA 3.0° TCH 40'. Thld displcd 1000'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-1800Z†. For attendant after hours call 601-918-3671. Fuel svc avbl 24 hrs with credit card. Tall trees on AER 22. For local wx call 601-833-3209. Wind indicator lgt opr dusk-dawn. ACTIVATE MIRL Rwy 4-22—CTAF. PAPI Rwy 04 opr dusk-dawn. PAPI Rwy 22 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.125 (601) 833-3209.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 334° 19.6 NM to fld. 440/03E. HIWAS.

**BRUCE CAMPBELL FLD** (See MADISON)**BRYAN** N33°25.92' W88°51.02' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 281 STF at George M. Bryan. NDB unmonitored.

L-18G

**CALEDONIA** N33°38.49' W88°26.31' NOTAM FILE CBM.

MEMPHIS

(T) VORTAC 115.2 CBM Chan 99 at Columbus AFB. 250/OE. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†. Sun 1300-1500Z†.

L-18H

**CALHOUN CO** (See PITTSBORO)**C. A. MOORE** (See LEXINGTON)**CARTHAGE—LEAKE CO** (Ø8M) 2 N UTC-6(-5DT) N32°45.67' W89°31.80'

MEMPHIS

454 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 17-35: H3000X75 (ASPH) S-20 MIRL

RWY 17: Trees. RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. For fuel call 601-267-7717. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 060° 35.7 NM to fld. 360/05E.

**CHARLESTON MUNI** (Ø9M) 2 S UTC-6(-5DT) N33°59.49' W90°04.69'

MEMPHIS

175 B NOTAM FILE GWO

L-18G

RWY 18-36: H3000X50 (ASPH) S-18 MIRL

RWY 18: Trees. RWY 36: Poles.

**AIRPORT REMARKS:** Unattended. Public phone avbl 662-647-9484.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 016° 32.9 NM to fld. 125/03E.

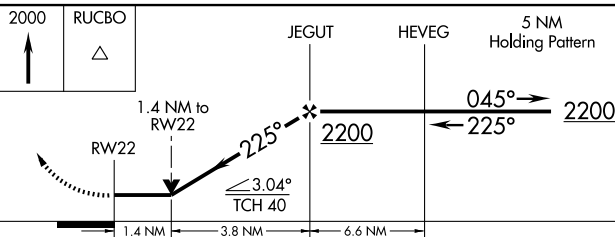
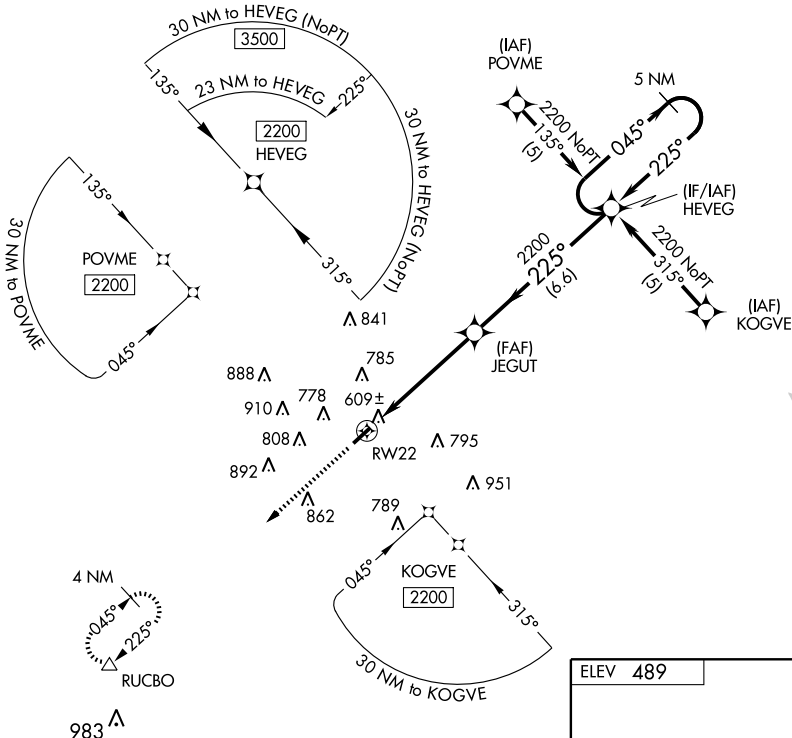
**CLARKE CO** (See OUITMAN)

APP CRS  
**225°**Rwy Idg **4000**  
TDZE **487**  
Apt Elev **489****RNAV (GPS) RWY 22**  
BROOKHAVEN-LINCOLN COUNTY (1R7)

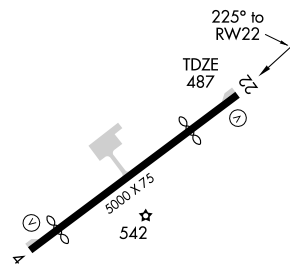
**▽** DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

**▲** NA

**MISSED APPROACH:** Climb to 2000 direct RUCBO and hold.

AWOS-3  
**118.125**HOUSTON CENTER  
**126.8 327.8**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D
RNAV MDA	960-1	473 (500-1)	960-1¼ 473 (500-1¼)	NA
CIRCLING	960-1 471 (500-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA



MIRL Rwy 4-22 0



**CLARKSDALE****FLETCHER FLD** (CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 27. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef.

**ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.**

**WEATHER DATA SOURCES:** AWOS-3 120.675 (662) 624-9777. OTS indef.

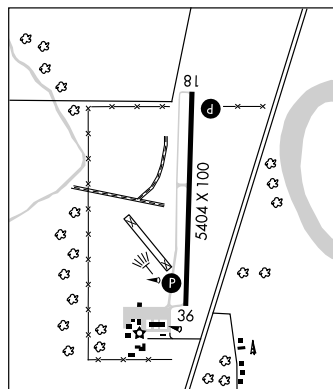
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON 135.3**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

**MARVELL (L) VOR/DME 109.6 UJM Chan 33 N34°34.50'**

W90°40.46' 153° 18.3 NM to fld. 241/1E.



MEMPHIS  
H-6J, L-18G  
IAP

**CLEVELAND MUNI** (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z, Sun 1900-2300Z. Heavy concentration of student activity on and invof arpt—please check fld. PAEW invof Rwy 17-35 and twy indef. Rwy 17-35 thld lgts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. **ACTIVATE MIRL Rwy 17-35—CTAF.**

**WEATHER DATA SOURCES:** AWOS-3 124.175 (662) 843-3021.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

**MEMPHIS CENTER APP/DEP CON 135.875**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

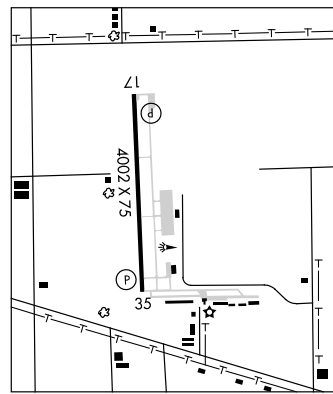
**GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41'**

W90°58.98' 034° 18.2 NM to fld. 130/04E.

**RENOVA NDB (MHW) 272 RNV N33°48.42' W90°45.76'**

171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.



MEMPHIS  
L-18F  
IAP

APP CRS **181°**  
Rwy Idg **5404**  
TDZE **173**  
Apt Elev **173**

# RNAV (GPS) RWY 18

## CLARKSDALE/FLETCHER FIELD (CKM)

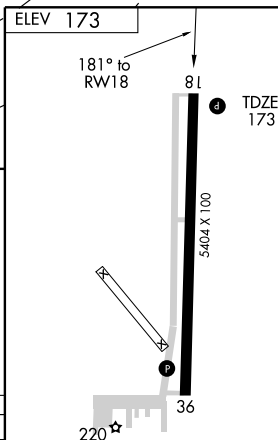
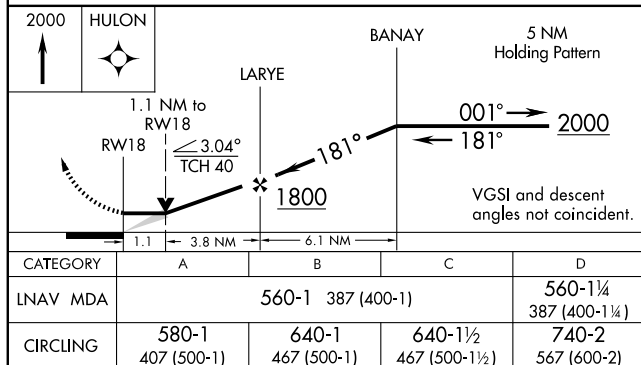
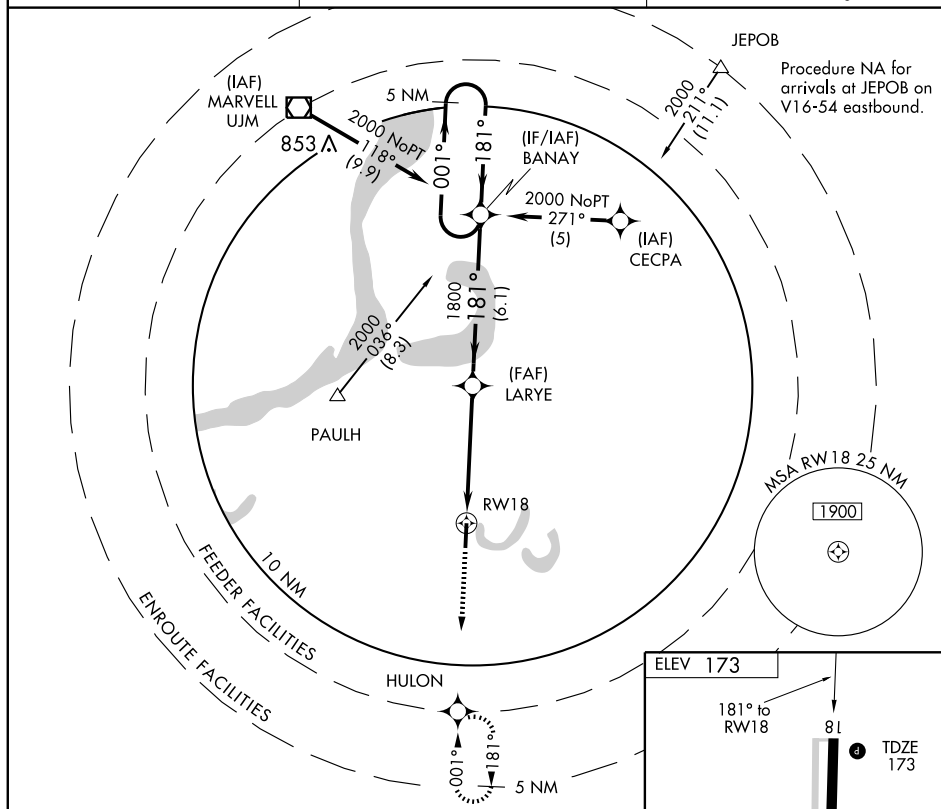
**V** If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.  
**Δ** NA

MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF) 0**



APP CRS **001°**  
 Rwy Idg **5404**  
 TDZE **173**  
 Apt Elev **173**

# RNAV (GPS) RWY 36

CLARKSDALE/FLETCHER FIELD (CKM)

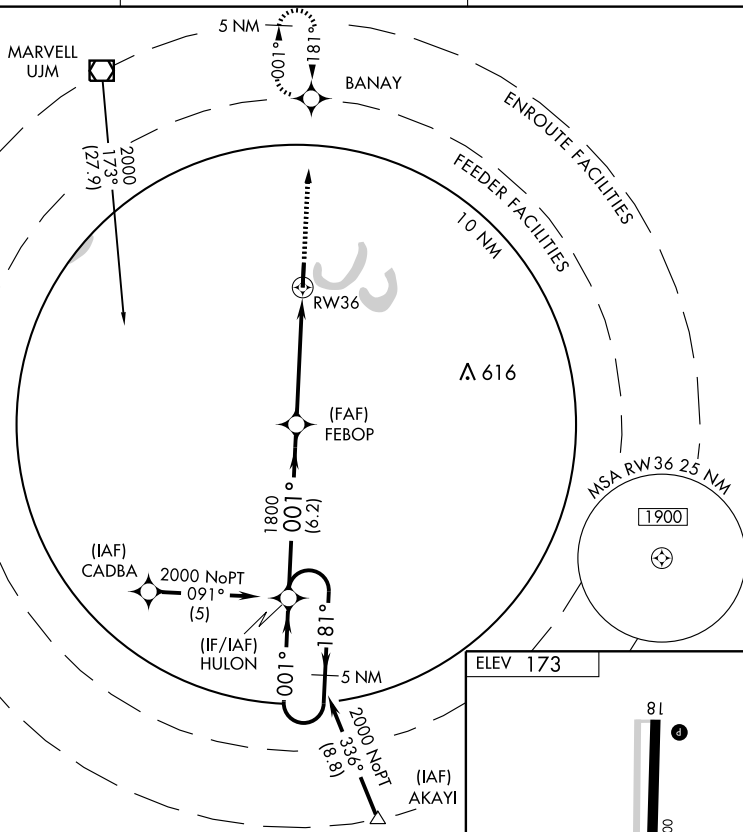
▼ If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF) 0**



ELEV 173

5 NM  
 Holding Pattern

2000 ← 181°  
 001° →

VGSI and descent  
 angles not coincident.

HULON

FEBOP

2000

BANAY

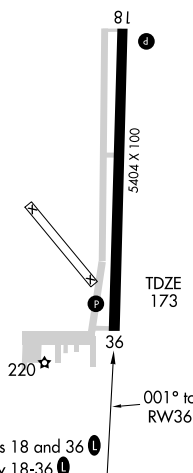
1800

1.1 NM to RW36  
 3.04° TCH 45  
 RW36

6.2 NM 3.8 NM 1.1

CATEGORY	A	B	C	D
RNAV MDA	540-1	367 (400-1)	540-1½	367 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwy 18 and 36 0  
 MRL Rwy 18-36 0



VORTAC UJM APP CRS **5404**  
**109.6** TDZE **173**  
 Chan **33** Apt Elev **173**

# VOR/DME RWY 18

CLARKSDALE/FLETCHER FIELD (CKM)

▼ If local altimeter setting not received, use Tunica  
 ▲ NA altimeter setting and increase all MDAs 60 feet.

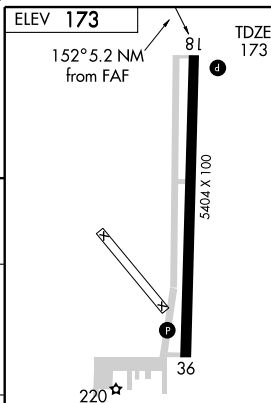
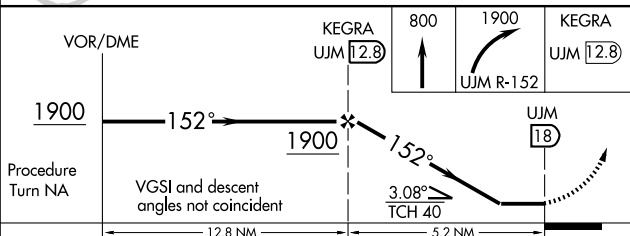
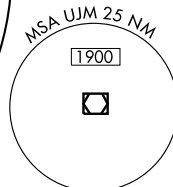
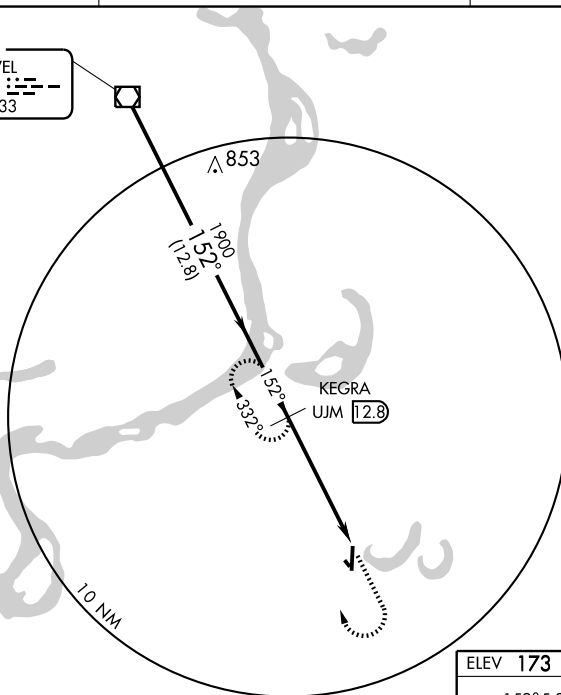
MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8** (CTAF) **0**

IAF  
 MARVEL  
 109.6 UJM ---  
 Chan 33



CATEGORY	A	B	C	D
S-18	560-1	387 (400-1)	560-1¼ 387 (400-1¼)	560-1½ 387 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwy 18 and 36 <b>0</b>					
MIRL Rwy 18-36 <b>0</b>					
Knots	60	90	120	150	180
Min:Sec					

**CLARKSDALE****FLETCHER FLD** (CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 27. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef.

ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.675 (662) 624-9777. OTS indef.

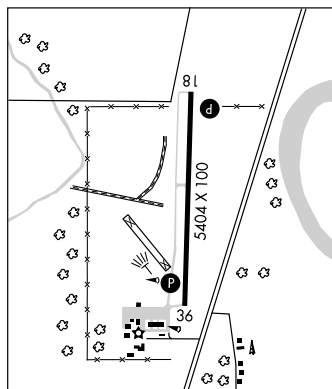
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

MARVELL (L) VOR/DME 109.6 UJM Chan 33 N34°34.50'

W90°40.46' 153° 18.3 NM to fld. 241/1E.



MEMPHIS  
H-6J, L-18G  
IAP

**CLEVELAND MUNI** (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z†, Sun 1900-2300Z†. Heavy concentration of student activity on and invof arpt—please check fld. PAEW invof Rwy 17-35 and twy indef. Rwy 17-35 thld lgts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (662) 843-3021.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

**MEMPHIS CENTER APP/DEP CON** 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

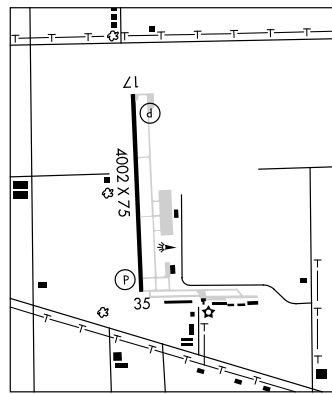
GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41'

W90°58.98' 034° 18.2 NM to fld. 130/04E.

RENOVA NDB (MHW) 272 RNV N33°48.42' W90°45.76'

171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.



MEMPHIS  
L-18F  
IAP

APP CRS  
**359°**

Rwy Idg **4002**  
TDZE **140**  
Apt Elev **140**

# GPS RWY 35

CLEVELAND MUNI (RNV)



NA

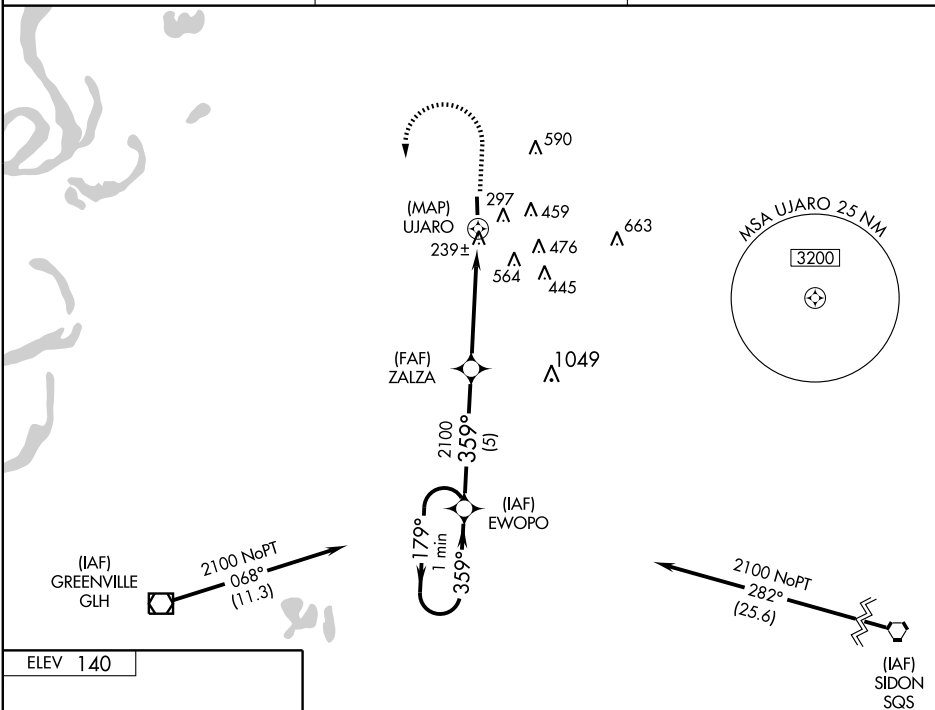
When local altimeter setting not received,  
use Greenwood altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to  
2100 direct EWOPO WP and hold.

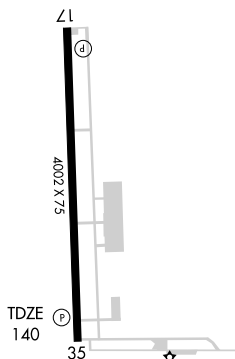
AWOS-3  
**124.175**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.725 (CTAF)**



ELEV 140



MIRL Rwy 17-35

CATEGORY	One Minute Holding Pattern		EWOPO		ZALZA		UJARO	
	2100		359°		179°		2100	
	5 NM		5 NM		0.5			
CATEGORY	A		B		C		D	
	S-35		580-1 440 (500-1)		580-1¼ 440 (500-1¼)		580-1½ 440 (500-1½)	
CATEGORY	A		B		C		D	
	CIRCLING		700-1 560 (600-1)		820-2 680 (700-2)		1040-2¾ 900 (900-2¾)	

NDB RNV <b>272</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>140</b> <b>140</b>
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# NDB or GPS RWY 17

CLEVELAND MUNI (RNV)

▼  
▲ NA

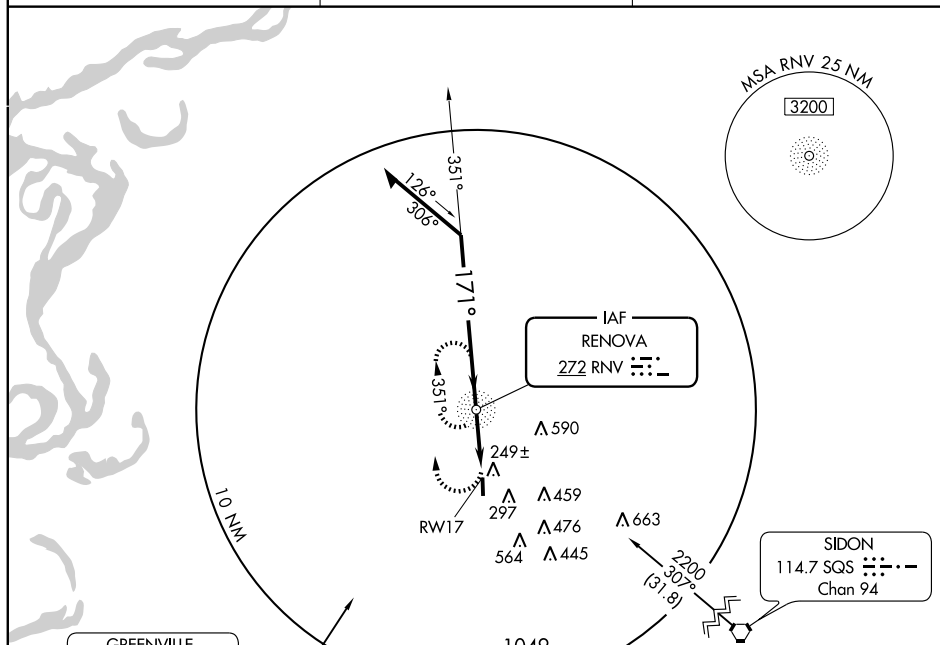
Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

AWOS-3  
**124.175**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.725** (CTAF) **1**



Remain  
within 10 NM

NDB

1700

RNV  
272

1700

351°

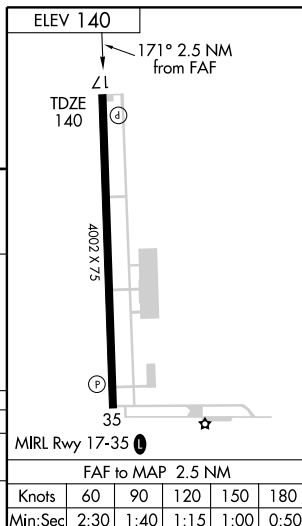
171°

1000

RW17

2.5 NM

CATEGORY	A	B	C	D
S-17	760-1	620 (700-1)	760-1¾ 620 (700-1¾)	760-2 620 (700-2)
CIRCLING	760-1	620 (700-1)	860-2 720 (800-2)	1040-3 900 (900-3)



VOR/DME GLH <b>110.2</b> Chan <b>39</b>	APP CRS <b>035°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>140</b>
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**VOR or GPS-A**  
CLEVELAND MUNI(RNV)



NA

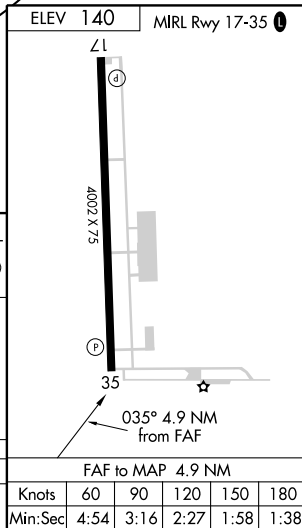
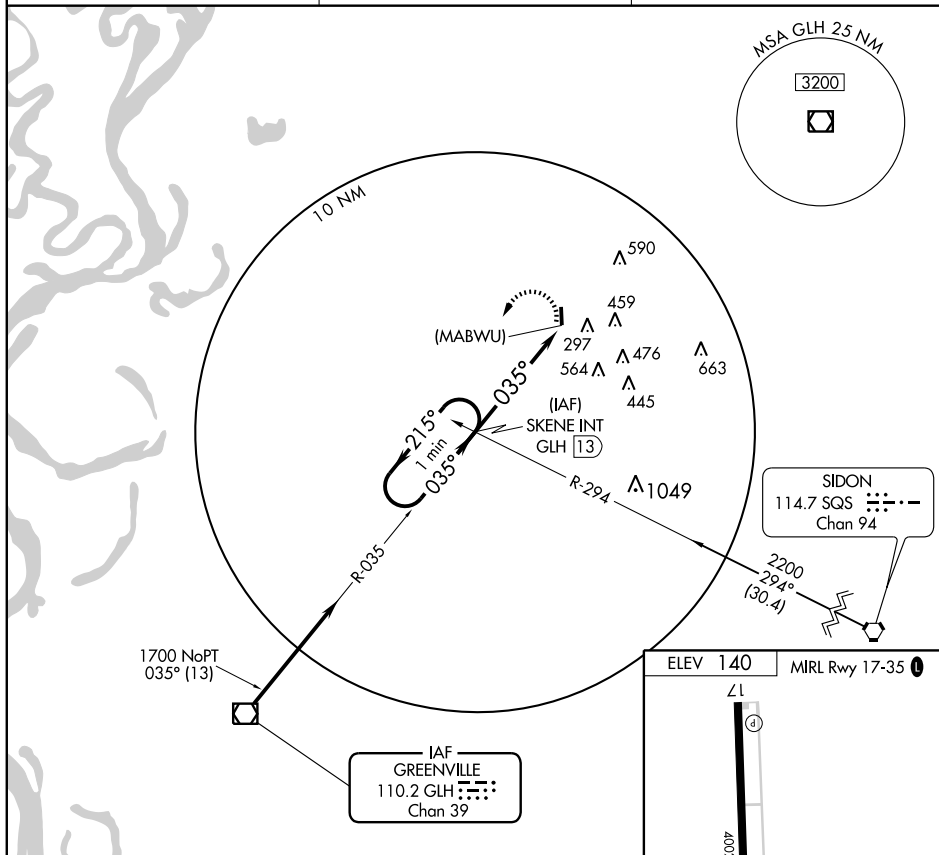
Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE Int and hold.

AWOS-3  
**124.175**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.725** (CTAF) **1**



One Minute

Holding Pattern

SKENE INT  
GLH 13

1700

215°

035°

035°

1700

GLH R-035

SKENE INT  
GLH 13

(MABWU)

GLH 17.9

4.9 NM

CATEGORY	A	B	C	D
CIRCLING	860-1	720 (800-1)	860-2 720 (800-2)	1040-3 900 (900-3)

# MISSISSIPPI

**COLUMBIA-MARION CO** (ØRØ) 3 N UTC-6(-5DT) N31°17.82' W89°48.77'

NEW ORLEANS

265 B S4 FUEL 100LL NOTAM FILE GWO

L-21B, 22F

RWY 05-23: H4460X70 (ASPH) S-30 MIRL 0.5% up NE

IAP

RWY 05: Trees.

RWY 23: REIL. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun on call.

For attendant after hrs call 601-517-4042. Fuel svc avbl 24 hrs  
with credit card. Rwy 23 REIL OTS indef.

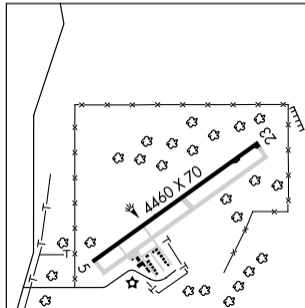
**COMMUNICATIONS:** CTAF/UNICOM 122.8

③ **HOUSTON CENTER APP/DEP CON** 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 249° 25.5 NM to fld. 290/05E.



APP CRS  
**234°**

Rwy Ldg **4460**  
TDZE **265**  
Apt Elev **265**

**RNAV (GPS) RWY 23**  
COLUMBIA-MARION COUNTY (ØRØ)

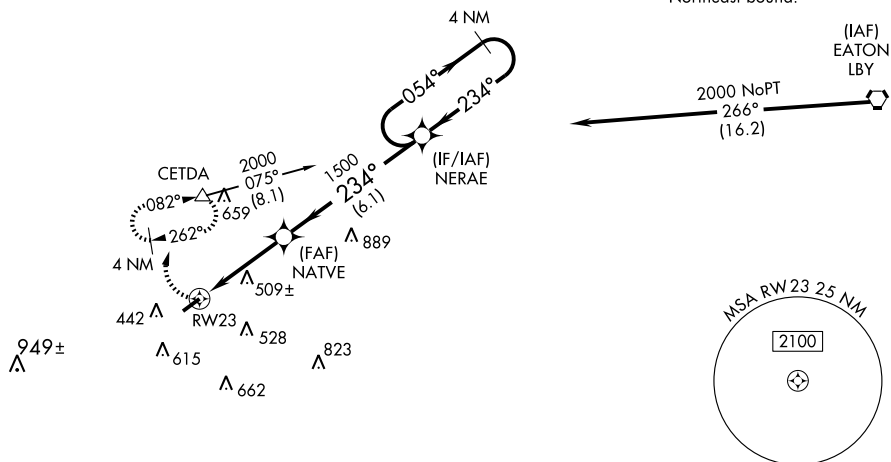
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
▲ NA Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

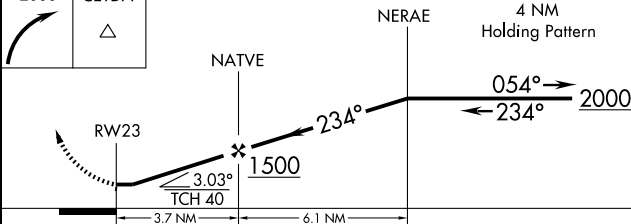
HATTIESBURG-LAUREL AWOS-3  
**128.325**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**122.8 (CTAF) Ø**

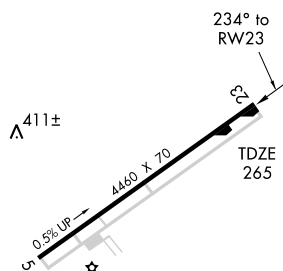


2000 CETDA  
△



CATEGORY	A	B	C	D
RNAV MDA	840-1	575 (600-1)	840-1½ 575 (600-1½)	840-1¾ 575 (600-1¾)
CIRCLING	840-1	575 (600-1)	840-1½ 575 (600-1½)	1040-2½ 775 (800-2½)

ELEV 265



REIL Rwy 23  
MIRL Rwy 5-23 Ø

## AIRPORT DIAGRAM

AFD-91 [USAF]

COLUMBUS AFB (KCBM)

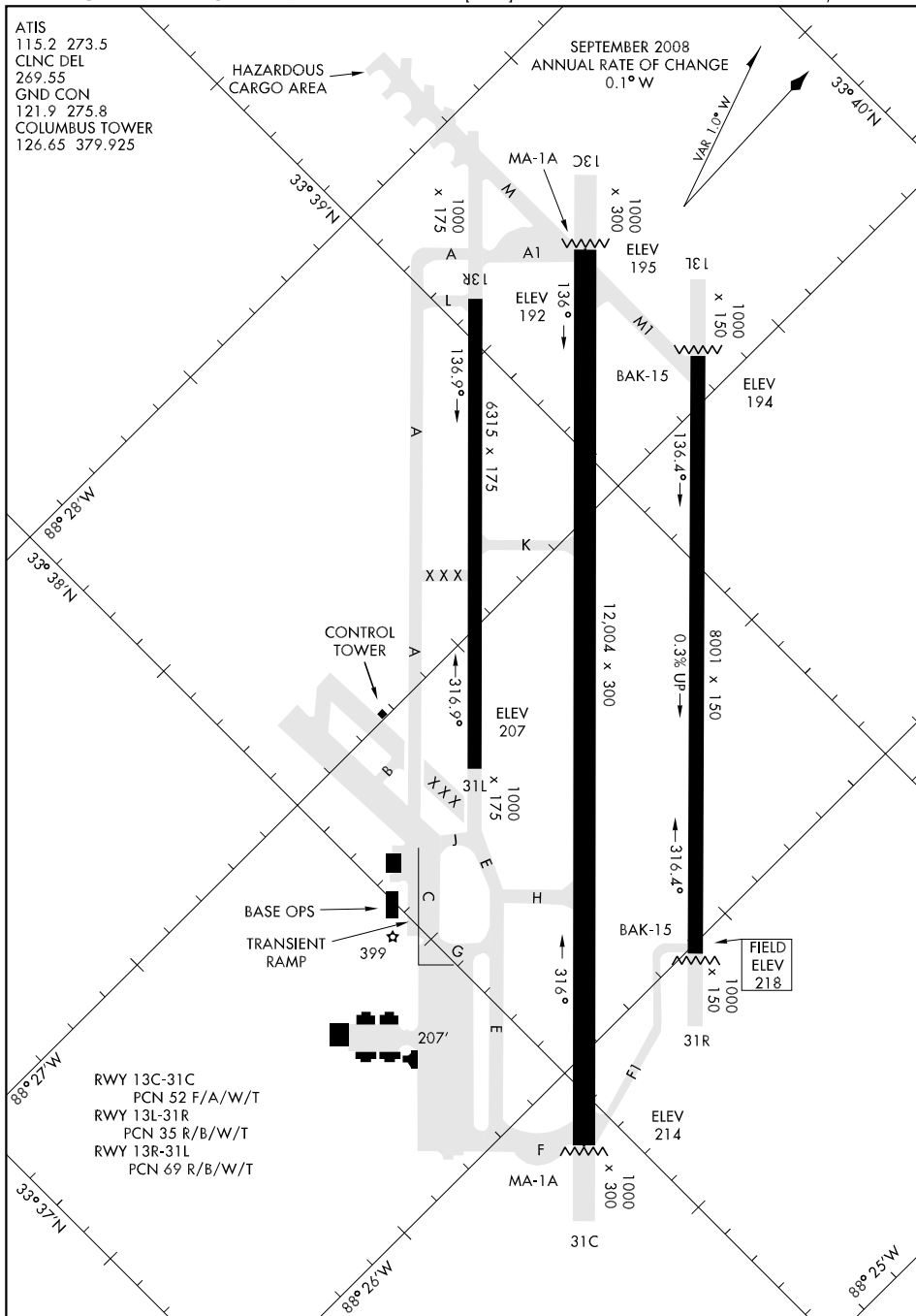
COLUMBUS, MISSISSIPPI

ATIS  
115.2 273.5  
CLNC DEL  
269.55  
GND CON  
121.9 275.8  
COLUMBUS TOWER  
126.65 379.925

HAZARDOUS  
CARGO AREA

SEPTEMBER 2008  
ANNUAL RATE OF CHANGE  
0.1° W

SC-4, 26 AUG 2010 to 23 SEP 2010



SC-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

WGS-84 DATUM

COLUMBUS, MISSISSIPPI  
COLUMBUS AFB (KCBM)

**COLUMBUS AFB** (CBM)(KCBM) AF 9 N UTC-6(-5DT) N33°38.71' W88°26.76'

**MEMPHIS**

219 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE CBM Not insp.

**H-6J, L-18H**

**RWY 13C-31C:** H12004X300 (ASPH-CONC) PCN 52 F/A/W/T HIRL

**DIAP, AD**

**RWY 13C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 40'.

**RWY 31C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 48'.

**RWY 13L-31R:** H8001X150 (ASPH-CONC) PCN 35 R/B/W/T HIRL

**RWY 13L:** PAPI(P2L)—GA 3.5°.

**RWY 31R:** PAPI(P2L)—GA 3.5°.

**RWY 13R-31L:** H6315X175 (CONC-GRVD) PCN 69 R/B/W/T MIRL

**RWY 13R:** PAPI(P2L).

**RWY 31L:** PAPI(P2L).

#### ARRESTING GEAR/SYSTEM

**RWY 13C** MA-1A CHAG (101' OVRN)

MA-1A CHAG (103' OVRN) **RWY 31C**

**RWY 13L** BAK-15 CHAG (120' OVRN)

MA-1A CHAG (120' OVRN) **RWY 31R**

**MILITARY SERVICE: A-GEAR** MA-1A continue raised position on dep end of center rwy, down and disconnected on apch end. **JASU** 1(MD-3) 2(A/M32A-86) 3(MA-1A) **FUEL** J8 **FLUID** LPOX LOX **OIL** O-148-156; SOAP—results avbl Mon-Fri. **TRAN ALERT** Limited fleet svc avbl.

**MILITARY REMARKS:** Tran opr weekdays 1300-0100Z†, Sun 1800-2300Z†, CLOSED holidays. See FLIP AP/1

Supplementary Arpt Remarks. **RSTD** PPR, ctc Base OPS DSN 742-2998, C662-434-2998/2861 PPR ltd during student training. Overhead apch not authorized during student training opr. All tran aircrews check in with Base OPS. Expect radar vector for full stop ldg during student training. Altitude restricted for VMC dep acft. PPR, only 4 acft per hr during student training. **CAUTION** Uncontrolled vehicle t/c on twy and ramps. Do not mistake parallel twy to Rwy 13R-31L for rwy. Rwy 13R-31L additional markings for base assign T-38 emergency lndg only. Rwy 13R overrun 1000' full strength pavement, Rwy 31L overrun 1635' full strength pavement. Exercise caution braking when wet, ponding conditions exist. Braking action less than expected, reduced rwy skid resistance and high potential for hydroplaning all rwys when wet. T-1 Ramp E of control twr is located in Rwy 31L clear zone. Acft within Rwy Supervisory Unit (RSU) practice area are not Class C participants. RSU practice areas are defined in FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead 1700(1481), Rectangular 1200(981), Helicopter 700(481). **NS ABTMT** Quiet hr daily 0400-1200Z†. **MISC** Call Base OPS to determine available tran parking space and status of student training on weekend. Base OPS DSN 742-2861/2998, C662-434-2998/2861. Limited hangar space avbl Apr-Dec. First 3500' Rwy 13C and first 3525' Rwy 31C is grooved concrete, middle 4975' is asphalt. First 1000' Rwy 13L-31R is concrete, mid 6000' is asphalt. Augmented wx observation view limited, restricted from 140°-320° by flightline facilities and trees. Standard USAF RSRs applied. ATC personnel in accordance with the cooperative wx watch will alert wx personnel on any unreported wx condition that could affect flt safety. Auto AN/FMQ-19 ASOS in use located near GS Rwy 13C-31C. Augmented/backed up AN/FMQ-19 ASOS in use when requested during opr hr and for resource protection. Opr hr may vary with local flying schedule. ASOS obsn avbl at DSN 742-1281.

**COMMUNICATIONS: ATIS** 115.2 273.5 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)

**PTD** 142.3 376.0

**(R) APP CON** 126.075 239.25 (310°-090°) 132.025 291.65 (090°-165°) 135.6 323.275 (165°-310°) (133.25 307.8 Arr) 121.075 134.55

**TOWER** 126.65 379.925 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)

**GND CON** 121.9 275.8 **CLNC DEL** 269.55

**(R) DEP CON** 132.025 135.6 291.65 323.275 **PMSV METRO** 354.6 (Full svc weekdays 1000-0100Z†; Sun 1400-2300Z†, C800-982-4257 Option 6; no service other times, and hol. Opr hr may vary with local flying schedule. Remote briefing svc avbl Barksdale AFB from 26 OWS DSN 331-2651/2/3, C318-529-2651/2/3. ASOS obsn avbl at DSN 742-1281.) **SOF** 252.1

**AIRSPACE: CLASS C** svc Mon-Fri 1300-0100Z†, Sat, Sun and holidays 1600-2300Z†, other times CLASS G. Class E airspace 700' AGL and above.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

**CALEDONIA (T) VORTAC** 115.2 CBM Chan 99 N33°38.49' W88°26.31' at fld. 250/OE. Monitored

Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†, Sun 1300-1500Z†.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 016° 10.1 NM to fld. 240/4E.

**HIWAS.**

**ILS** 109.3 I-CBM Rwy 13C. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z† Sun 1200-1400Z†.

**ILS** 108.7 I-TBB Rwy 31C.

## COLUMBUS ONE DEPARTURE

SHL-91 [USAF]

COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5  
 CLNC DEL  
 126.25 269.55  
 GND CON  
 121.9 275.8  
 COLUMBUS TOWER  
 126.65 379.925  
 COLUMBUS DEP CON  
 132.025 291.65

HOLLY SPRINGS  
 112.4 HLI  
 Chan 71

## RADAR REQUIRED

HAMILTON  
 110.4 HAB  
 Chan 41  
 L-18

Rwy	Knots	60	120	180	240	300	360
13C/L (D)	V/V(fpm)	590	1180	1770	2360	2940	3530
31C/R (D)	V/V(fpm)	770	1530	2290	3050	3810	4580
31R (B)	V/V(fpm)	210	420	630	840	1050	1260

(D) ATC Climb Rate to 3.4 DME or 1800'

(B) Obstacle Climb Rate to 600'

COLUMBUS 1 MOA

8000' - 13,000'

15,000' - 22,000'

990 A

COLUMBUS 1 MOA

8000' - 13,000'

15,000' - 22,000'

COLUMBUS 1 MOA

8000' - 13,000'

15,000' - 22,000'

JANHO

CBM

3.4

FILAM

CBM

3.4

386

135°

315°

780 A

COSOB

CBM

3.4

770 A

BIGBEE

116.2 IGB

Chan 109

L-18, H-6

642

MENEE

CBM

3.4

958 A

CALEDONIA

115.2 CBM

Chan 99

L-18, H-6

SIDON

114.7 SQS

Chan 94

L-18, H-6

## DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier 110' into the overrun approximately 4' high.

TAKE-OFF RWY 13C: Cross DER at least 35' AGL. Climb on track 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800', then via ATC instructions.

TAKE-OFF RWY 13L: Cross DER at least 35' AGL. Climb on track 135° to intercept CBM R-132, direct MENEE (CBM R-132/3.4 DME). Cross MENEE at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31C: Cross DER at least 35' AGL. Climb on track 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31R: Cross DER at least 35' AGL. Climb on track 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800', then via ATC instructions.

## COLUMBUS ONE DEPARTURE

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

COLUMBUS, MISSISSIPPI

HI-ILS or LOC/DME RWY 13C

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

LOC I-CBM <b>109.3</b>	APCH CRS <b>135°</b>	Rwy ldg <b>12,004</b> TDZE <b>197</b> Arpt Elev <b>218</b>
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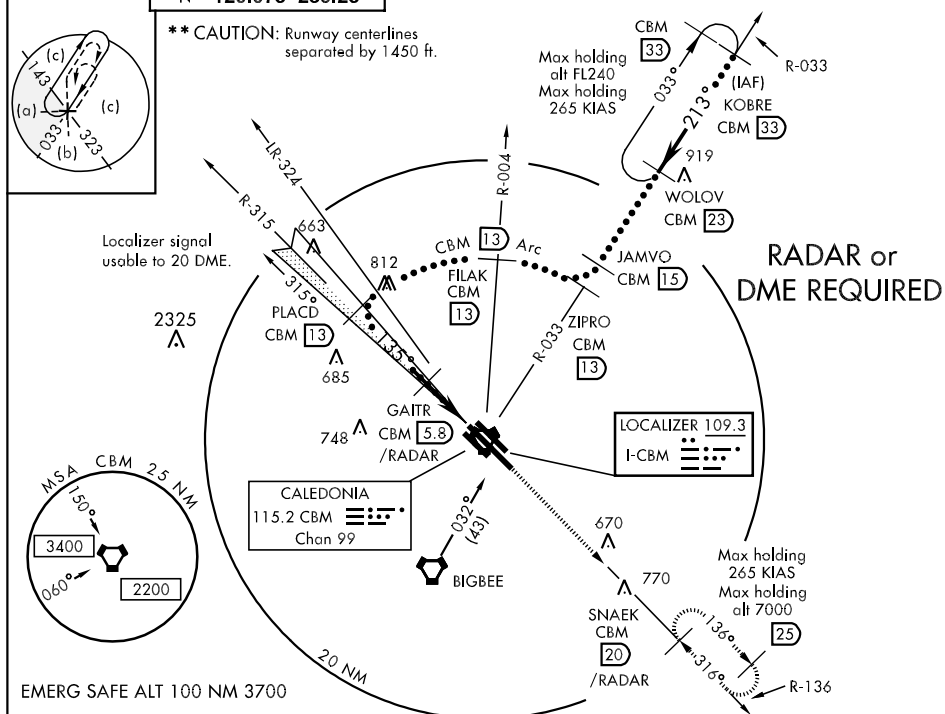
\* When ALS inop increase CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 miles.



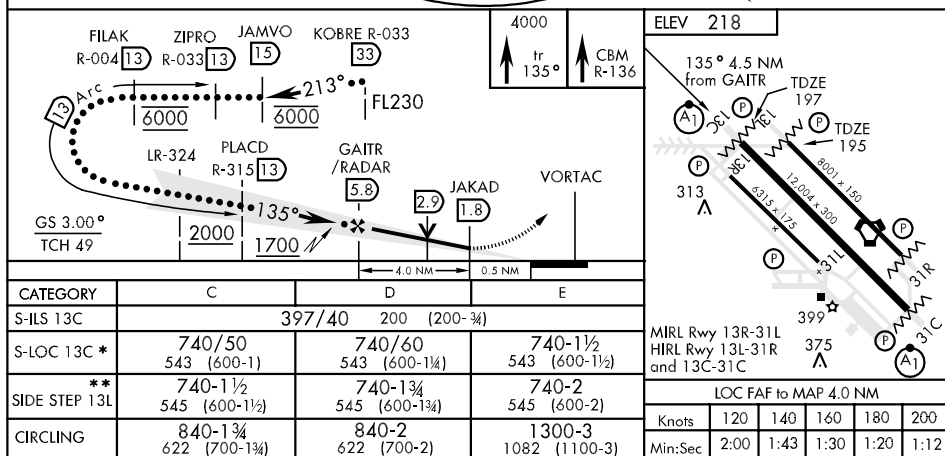
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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\*\* CAUTION: Runway centerlines separated by 1450 ft.



EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI

33° 39'N-88° 27'W

COLUMBUS AFB (KCBM)

Amdt 4 10210

HI-ILS or LOC/DME RWY 13C

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

LOC I-TBB <u>108.7</u>	APCH CRS <b>315°</b>	Rwy Idg 31C <b>12,004</b> 31R <b>8,001</b> THRE 31C <b>213</b> 31R <b>213</b> Arpt Elev <b>218</b>
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JAL-91 [USAF]

COLUMBUS AFB (KCBM)

- T** \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT CDE vis to  $1\frac{1}{4}$  miles

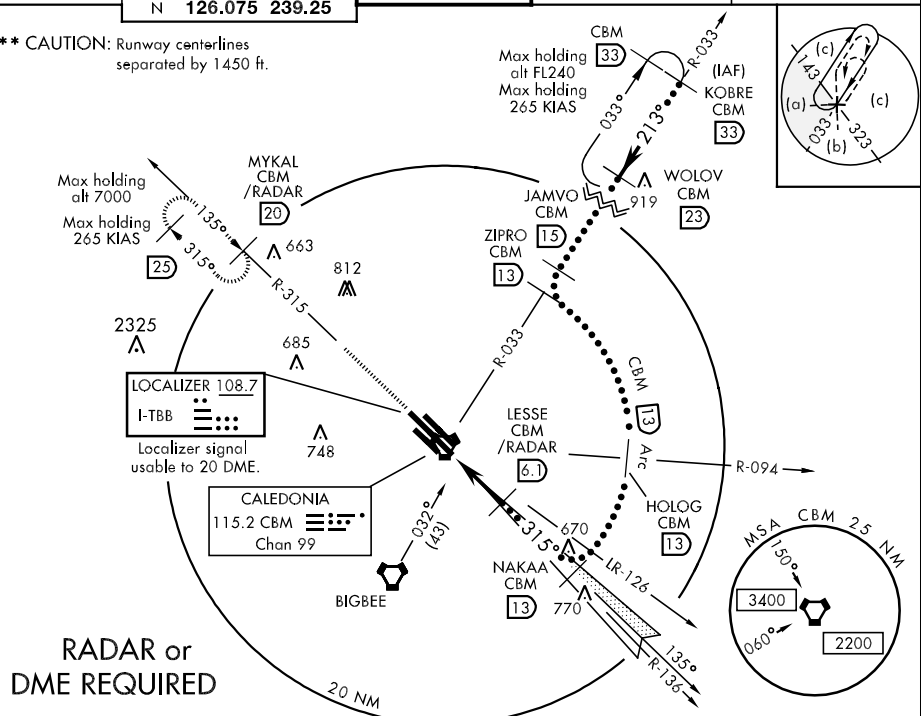
ALSF-1



**MISSED APPROACH:** Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON		COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65		126.65 379.925	121.9 275.8	269.55
	SW 135.6 323.275				
	N 126.075 239.25				

\*\*\* CAUTION: Runway centerlines  
separated by 1450 ft



EMERG SAFE ALT 100 NM 3700

4000  
hdg 315°  
CBM R-315

VORTAC

HAKKA 1.2

LESSE /RADAR 6.1

NAKAA 13

JAMVO 15

KOBRE R-033 33

FL230

ZIPRO R-033 13

HOLOG R-094

AC

GS 3.00°  
TCH 48

0.5 NM 4.9 NM

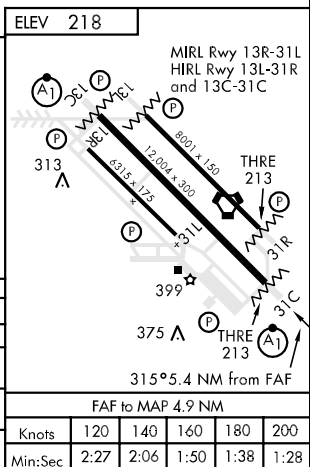
CATEGORY	C	D	E
S-ILS 31C *	413/24	200	(200-½)
S-LOC 31C **	640/40	427	(500-¾)
SIDESTEP *** RWY 31R	640-1¼	427	(500-1¼)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

COLUMBUS, MISSISSIPPI  
Amdt 3 10182

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

HI-ILS or LOC/DME RWY 31C



LOC I-CBM <b>109.3</b>	APCH CRS <b>135°</b>	Rwy Idg <b>12,004</b> TDZE <b>197</b> Arpt Elev <b>218</b>	AL-91 [USAF]	COLUMBUS AFB (KCBM)
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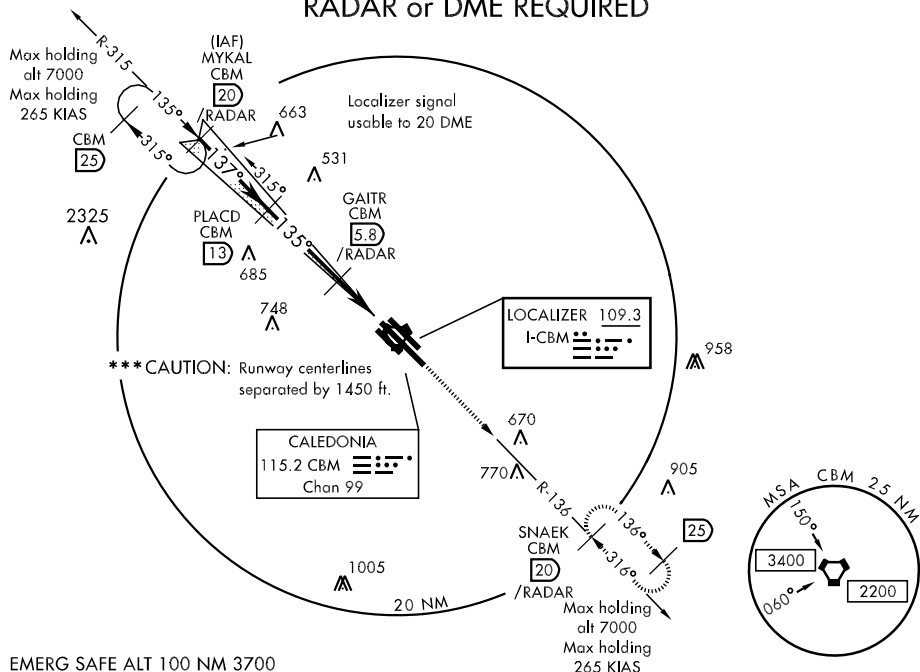
**T**\*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.



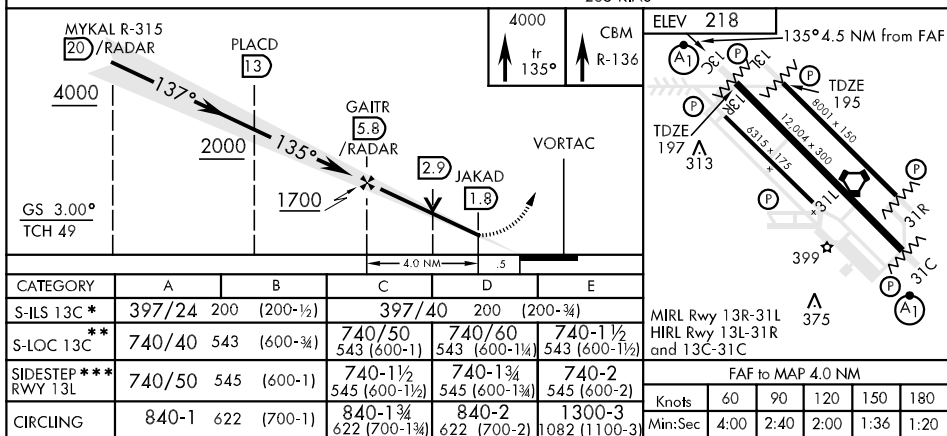
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

## RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI  
Amdt 3 09323

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

ILS or LOC/DME RWY 13C

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010



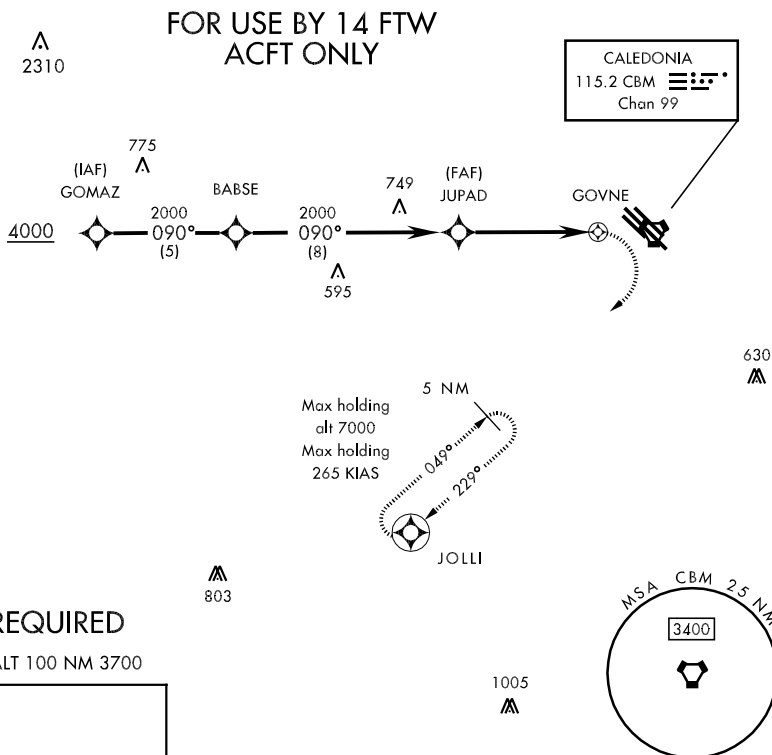
APCH CRS <b>090°</b>	Rwy Idg THRE Arpt Elev	<b>N/A</b> <b>N/A</b> <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

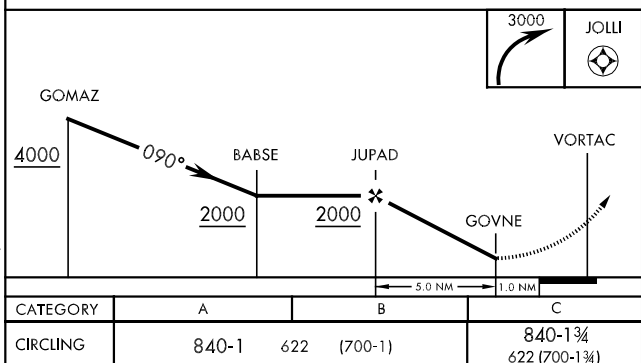
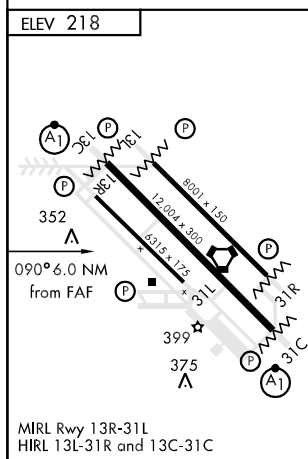
<b>▽</b>	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.		
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ATIS <b>115.2 273.5</b>	COLUMBUS APP CON <b>SE 132.025 291.65</b> <b>SW 135.6 323.275</b> <b>N 126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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**RADAR REQUIRED**

EMERG SAFE ALT 100 NM 3700

ELEV 218



APCH CRS <b>359°</b>	Rwy Idg THRE Arpt Elev	N/A N/A <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS <b>115.2 273.5</b>
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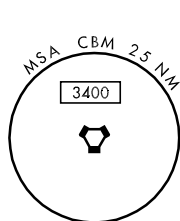
COLUMBUS APP CON	
<b>SE 132.025</b>	<b>291.65</b>
<b>SW 135.6</b>	<b>323.275</b>
<b>N 126.075</b>	<b>239.25</b>

COLUMBUS TOWER <b>126.65 379.925</b>
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GND CON <b>121.9 275.8</b>
-------------------------------

CLNC DEL <b>269.55</b>
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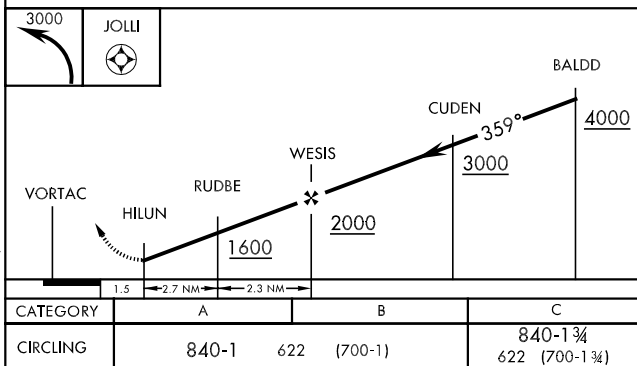
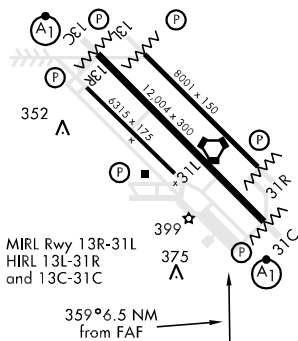
FOR USE BY 14 FTW  
ACFT ONLY



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218



APCH CRS  
**135°**

Rwy Idg **12,004**  
THRE **192**  
Arpt Elev **218**

AL-91 [USAF]

COLUMBUS AFB (KCBM)



\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.

ALSF-1



MISSED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

ATIS  
**115.2 273.5**

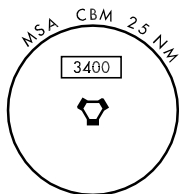
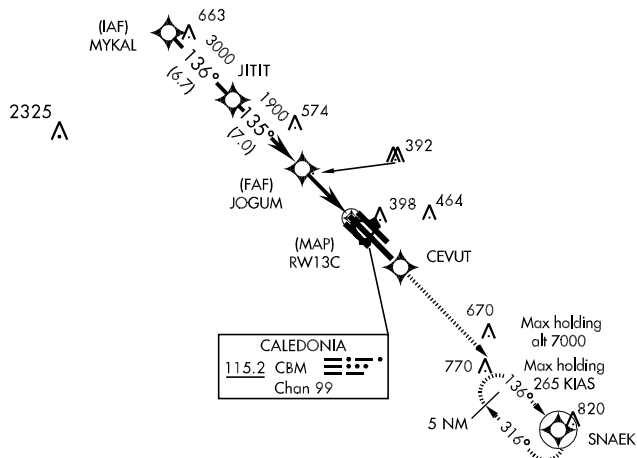
COLUMBUS APP CON  
SE **132.025 291.65**  
SW **135.6 323.275**  
N **126.075 239.25**

COLUMBUS TOWER  
**126.65 379.925**

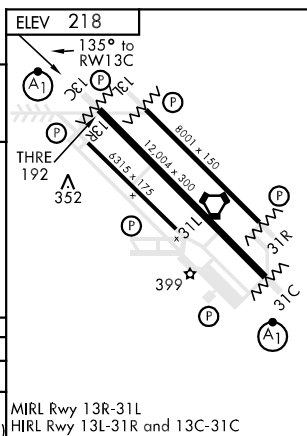
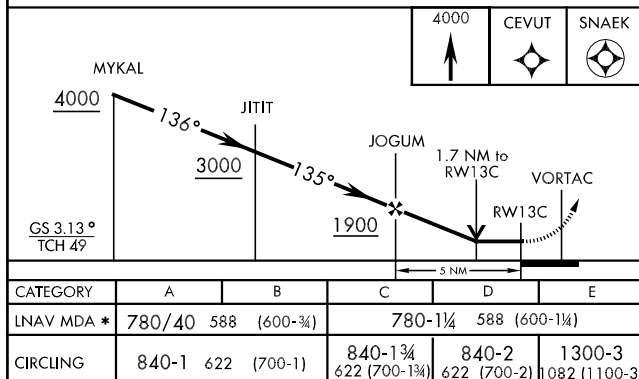
GND CON  
**121.9 275.8**

CLNC DEL  
**269.55**

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3700



APCH CRS **315°**  
Rwy ldg **12,004**  
THRE **213**  
Arpt Elev **218**

AL-91 [USAF]

COLUMBUS AFB (KCBM)

**V** \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

ALSF-1



MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

ATIS  
**115.2 273.5**

COLUMBUS APP CON  
SE **132.025 291.65**  
SW **135.6 323.275**  
N **126.075 239.25**

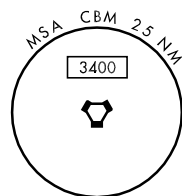
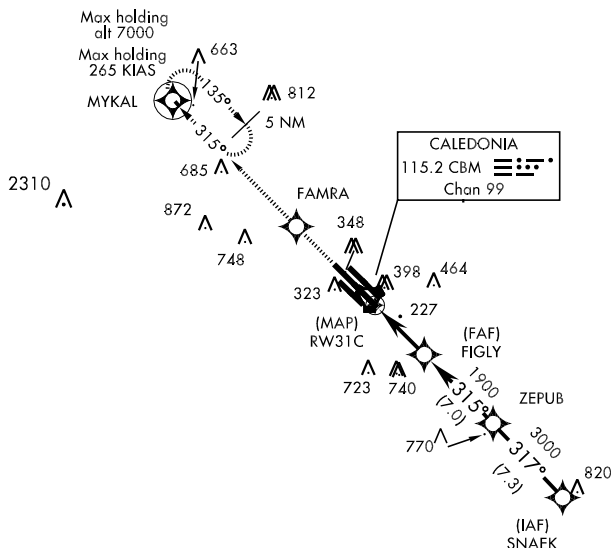
COLUMBUS TOWER  
**126.65 379.925**

GND CON  
**121.9 275.8**

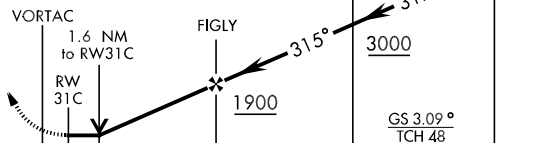
CLNC DEL  
**269.55**

DME/DME RNP-0.3 NA

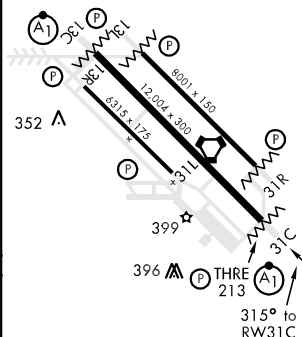
919  
A



EMERG SAFE ALT 100 NM 3700



ELEV 218



CATEGORY	A	B	C	D	E
LNAV MDA *	780/24	567 (600-½)	780-1¼	567 (600-1¼)	
CIRCLING	840-1	622 (700-1)	840-1¼ 622 (700-1¼)	840-2 622 (700-2)	1300-3 082 (1100-3)

MIRL Rwy 13R-31L  
HIRL Rwy 13L-31R and 13C-31C

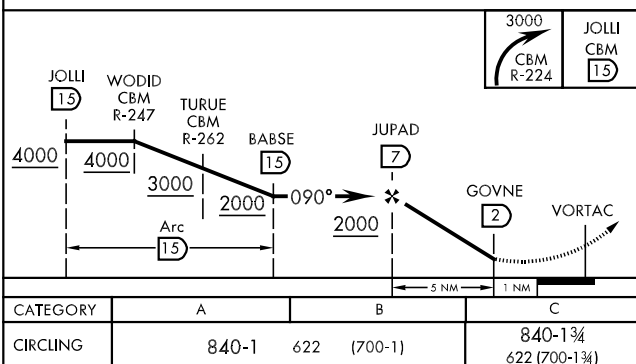
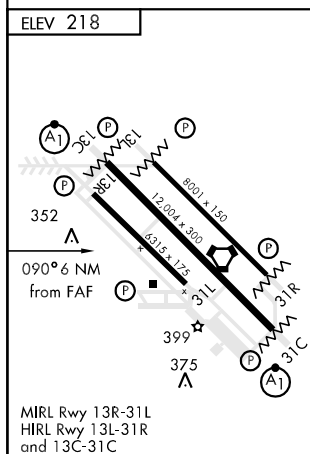
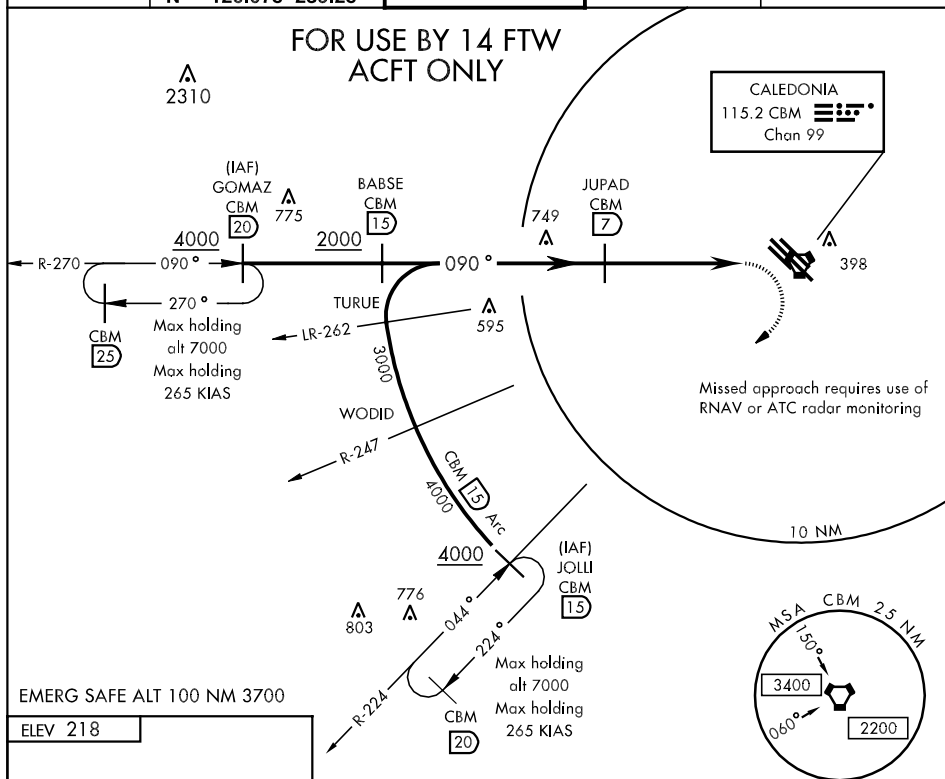
VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>090°</b>	Rwy Idg THRE Arpt Elev <b>218</b>	N/A N/A <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON <b>SE 132.025 291.65</b> <b>SW 135.6 323.275</b> <b>N 126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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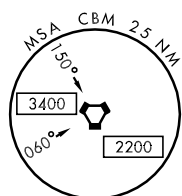
VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>359°</b>	Rwy Idg THRE Arpt Elev <b>218</b>	N/A N/A <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

		<b>MISSED APPROACH:</b> Climbing left turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.		
ATIS <b>115.2 273.5</b>	COLUMBUS APP CON <b>SE 132.025 291.65</b> <b>SW 135.6 323.275</b> <b>N 126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>

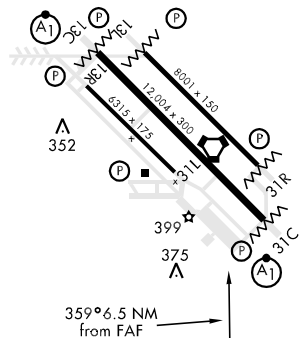
FOR USE BY 14 FTW  
ACFT ONLY



EMERG SAFE ALT 100 NM 3700

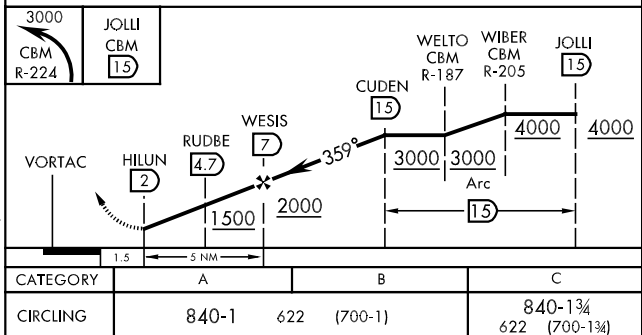
ELEV 218

MIRL Rwy 13R-31L  
HIRL Rwy 13L-31R  
and 13C-31C



359° 6.5 NM  
from FAF

Missed approach requires use of  
RNAV or ATC radar monitoring



VORTAC CBM <b>115.2</b> Chgn <b>99</b>	APCH CRS <b>133°</b>	Rwy ldg <b>12,004</b> TDZE <b>197</b> Arpt Elev <b>218</b>
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

**T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



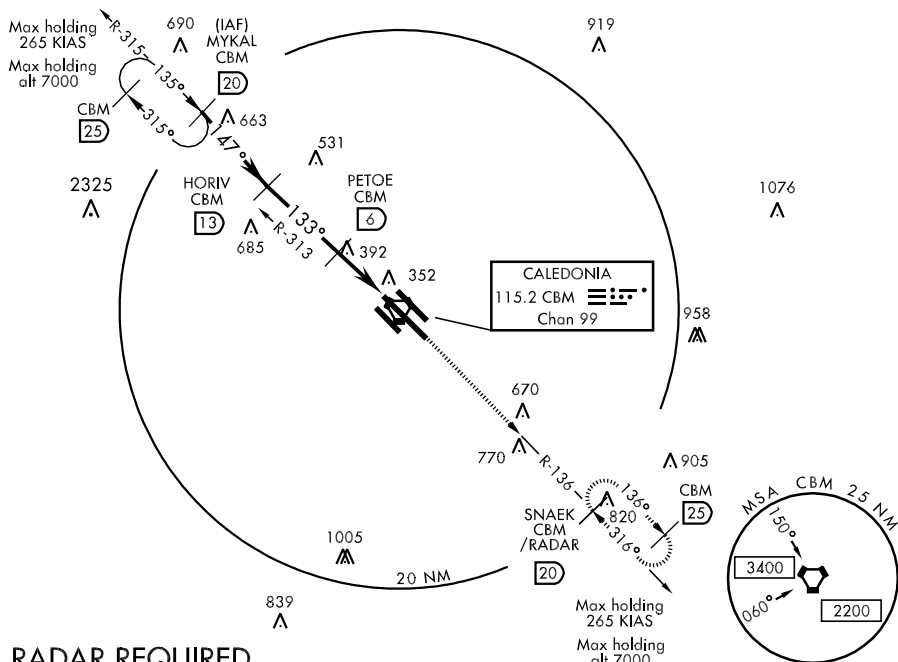
**MISSED APPROACH:** Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS  
115.2 273.5

	COLUMBUS	APP CON
SE	132.025	291.65
SW	135.6	323.275
N	126.075	239.25

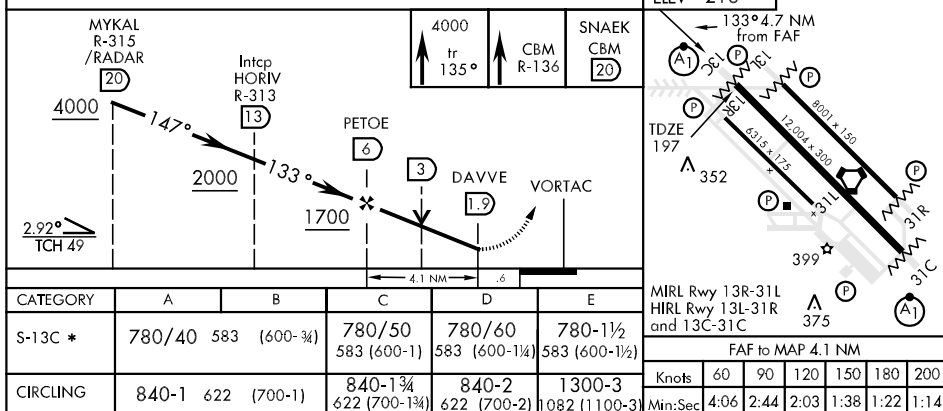
COLUMBUS TOWER  
126.65 379.925

GND CON	
121.9	275.8

CLNC DEL  
**269.55**

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI  
Amdt 5 08269

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

VOR/DME or TACAN RWY 13C

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

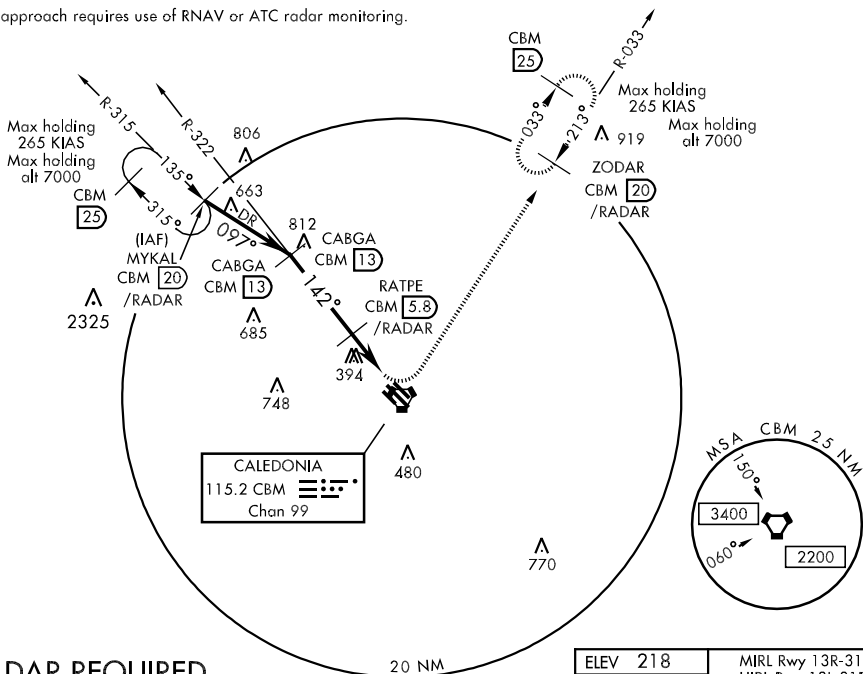
VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>142°</b>	Rwy Idg THRE <b>193</b> Arpt Elev <b>218</b>	AL-91 [USAF]	COLUMBUS AFB (KCBM)
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MISSED APPROACH: Climbing left turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000.

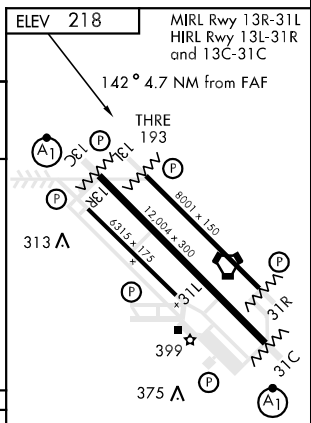
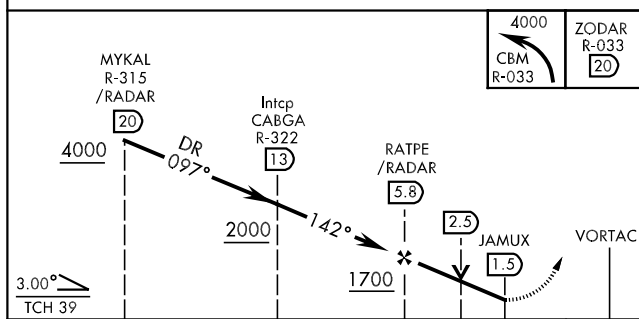
ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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Missed approach requires use of RNAV or ATC radar monitoring.



## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E	FAF to MAP 4.3 NM				
S-13L	740/55	547 (600-1)	740-1 $\frac{1}{8}$ 547 (600-1 $\frac{1}{8}$ )			Knots	60	90	120	150
CIRCLING	840-1	622 (700-1)	840-1 $\frac{1}{4}$ 622 (700-1 $\frac{1}{4}$ )	840-2 622 (700-2)	1300-3 1081 (1100-3)	Min:Sec	4:18	2:52	2:09	1:43

# COLUMBUS, MISSISSIPPI VOR/DME or TACAN RWY 31C

VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>317°</b>	Rwy Idg <b>12,004</b> THRE <b>213</b> Arpt Elev <b>218</b>
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AL-91 [USAF]

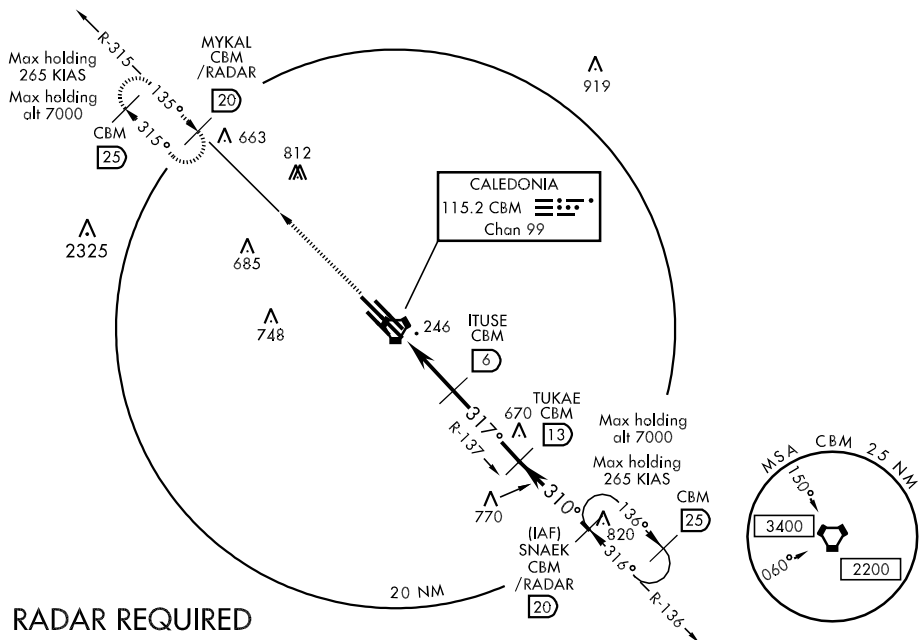
COLUMBUS AFB (KCBM)

▼ \* When ALS inop, increase CAT A8 RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.



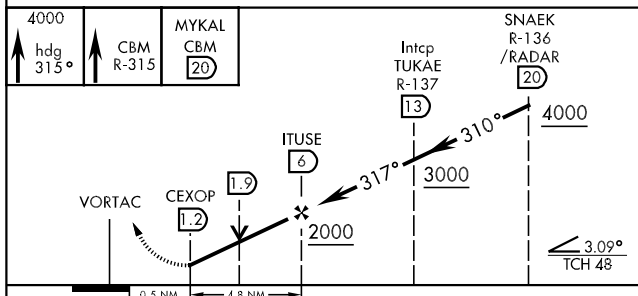
MISSED APPROACH: Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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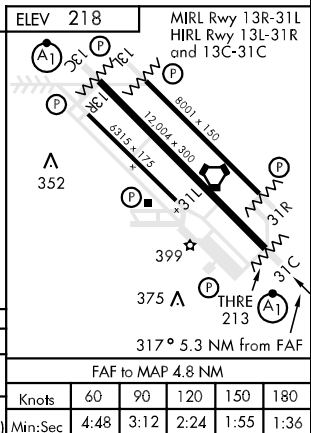


**RADAR REQUIRED**

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-31C *	660/24 447 (500-½)		660/45 447 (500-¾)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 082 (1100-3)



COLUMBUS, MISSISSIPPI

33° 39'N-88° 27'W

COLUMBUS AFB (KCBM)

Amdt 5 10182

VOR/DME or TACAN RWY 31C

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

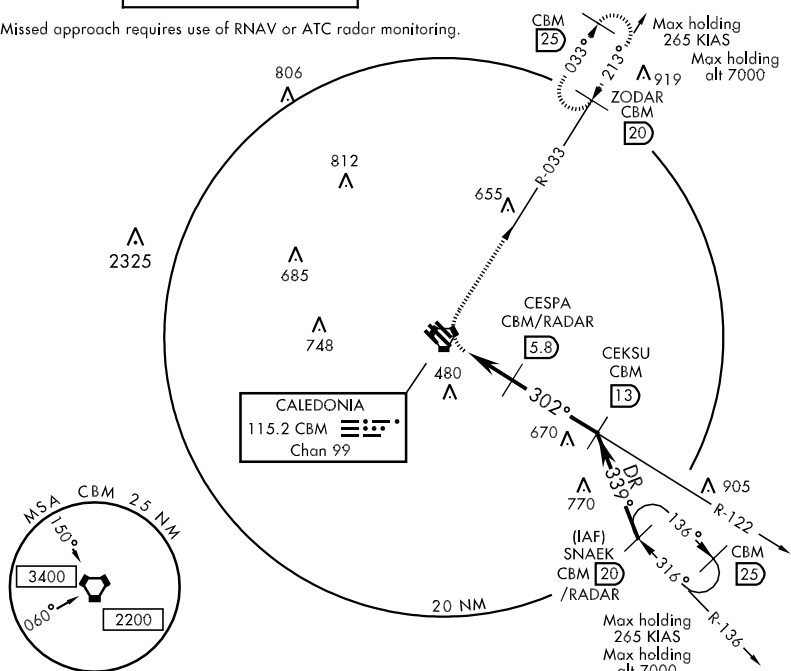
VORTAC CBM <b>115.2</b> Chan <b>99</b>	APCH CRS <b>302°</b>	Rwy Idg THRE Arpt Elev <b>213</b> <b>218</b>	AL-91 [USAF]	COLUMBUS AFB (KCBM)
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MISSED APPROACH: Climbing right turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025 291.65</b> SW <b>135.6 323.275</b> N <b>126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
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Missed approach requires use of RNAV or ATC radar monitoring.



## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

4000 ZODAR R-033 CBM R-033	20	5.8	13	20	ELEV 218	MIRL Rwy 13R-31L HIRL Rwy 13L-31R and 13C-31C
VORTAC	JATIT	CESPA /RADAR	Intcp CEKSU R-122	SNAEK R-136 /RADAR	313 A	302° 5.5 NM from FAF
0.8 NM	4.7 NM	2000	2000	4000	399	THRE 213
0.8 NM	4.7 NM	2000	2000	4000	375 A	31C
CATEGORY	A	B	C	D	E	FAF to MAP 4.7 NM
S-31R	780/55	567 (600-1)	780-1 $\frac{3}{8}$	567 (600-1 $\frac{3}{8}$ )		Knots
CIRCLING	840-1	622 (700-1)	840-1 $\frac{3}{4}$	840-2	1300-3	60 90 120 150 180
			622 (700-1 $\frac{3}{4}$ )	622 (700-2)	1081 (1100-3)	Min:Sec
						4:42 3:08 2:21 1:53 1:34

## WEST POINT ONE RWY 13R/31L DEPARTURE

SHL-91 [USAF]

COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5

CLNC DEL

126.25 269.55

GND CON

121.9 275.8

COLUMBUS TOWER

126.65 379.925

COLUMBUS DEP CON

132.025 291.65

A  
978

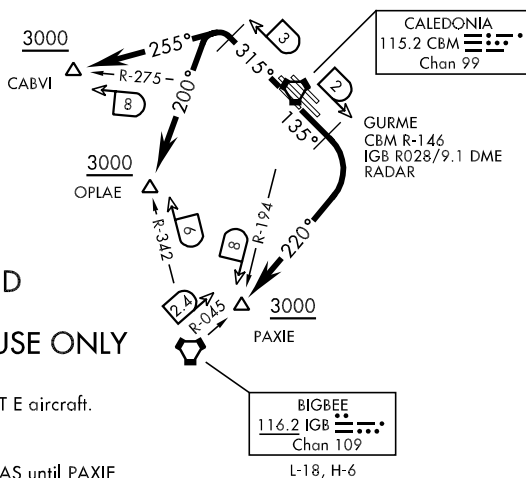
Rwy	Knots	60	120	180	240	300	360
13R (a)	V/V(fpm)	340	680	1010	1350	1680	2020
31L (b)	V/V(fpm)	400	800	1200	1600	2000	2400

ATC Climb Rate

(a) to PAXIE or 3000

(b) to CABVI / OPLAE or 3000

NOGIE  
CBM R-308  
IGB R-003/11.3 DME  
RADAR



RADAR REQUIRED

14 FTW AIRCRAFT USE ONLY

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE

Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

DEPARTURE ROUTE DESCRIPTION  
(BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

DEPARTURE ROUTE DESCRIPTION  
(CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

WEST POINT ONE RWY 13R/31L DEPARTURE

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)

**COLUMBUS—LOWNDES CO** (UBS) 3 SE UTC-6(-5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4500X100 (ASPH) S-40, D-70, 2S-89, 2D-120 MIRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1600-2300Z†. Fuel service after hrs, call 662-327-6907. Public phone avbl outside terminal building 662-327-9852. MIRL Rwy 18-36 ops dusk-0400Z†, after 0400Z† ACTIVATE—CTAF.

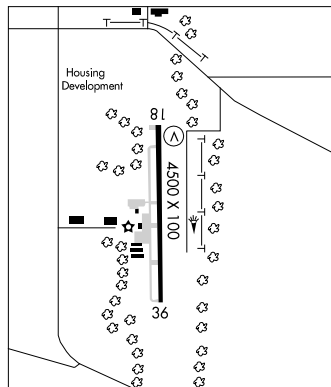
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri;  
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'  
W88°30.82' 096° 6.8 NM to fld. 240/04E. HIWAS.



MEMPHIS

L-18H

IAP

**COLUMBUS/W POINT/STARKVILLE****GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC-6(-5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR

RWY 18-36: H6497X150 (ASPH) S-133, D-200, 2D-300

PCN 30 F/B/Y/T HIRL

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 56'.

RWY 36: REIL. VASI(V4L)—GA 3.0°TCH 56'.

AIRPORT REMARKS: Attended continuously. Class I, Index B ARFF equipment avbl ctc arpt manager 662-327-4422. Birds and wildlife invof arpt. When twr clsd, all acft opr locally at GTR arpt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18-36; MALSR Rwy 18; REIL Rwy 36 and twy lgts—118.2.

WEATHER DATA SOURCES: AWOS-3 126.375 (662) 328-7798.

COMMUNICATIONS: CTAF 118.2 ATIS 126.375 UNICOM 122.95

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri,  
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

TOWER 118.2 (1200-0200Z†) GND CON/CLNC DEL 135.375

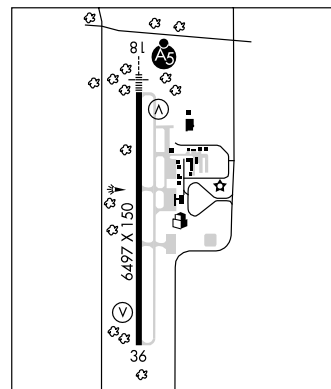
AIRSPACE: CLASS D svc (1200-0200Z†) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 238°4.4 NM to fld. 240/04E. HIWAS.

ILS 110.7 I-GTR Rwy 18. (Unmonitored 0500-1130Z†).

LOC/DME 111.15 I-RVT Chan 48(Y) Rwy 36.



MEMPHIS

H-6J, L-18H

IAP, AD

APP CRS **178°**  
 Rwy Idg **4500**  
 TDZE **188**  
 Apt Elev **188**

# RNAV (GPS) RWY 18

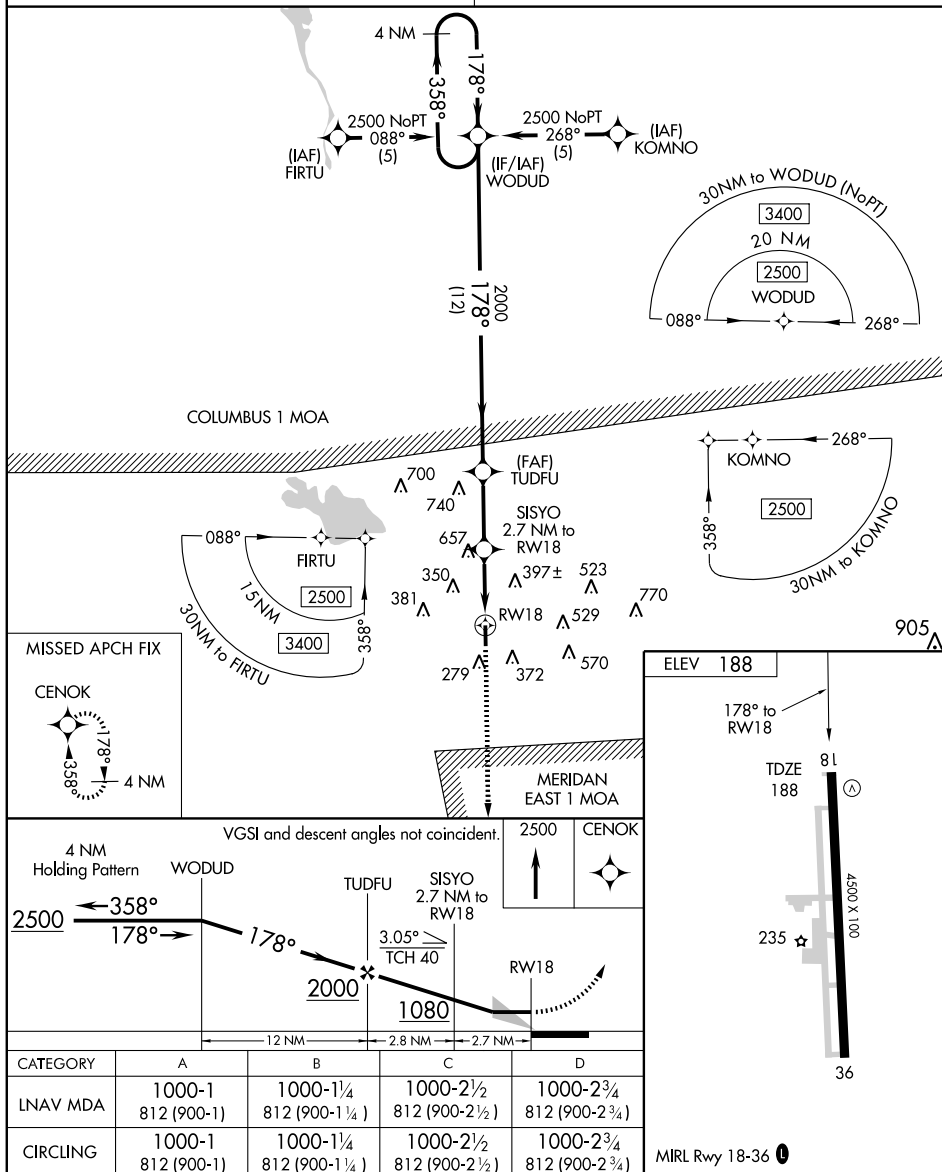
COLUMBUS-LOWNDES COUNTY (UBS)

**▽** DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.  
**▲ NA**

MISSED APPROACH: Climb to 2500 direct CENOK and hold.

COLUMBUS APP CON ★  
**135.6 323.275**

UNICOM  
**122.8 (CTAF) 0**



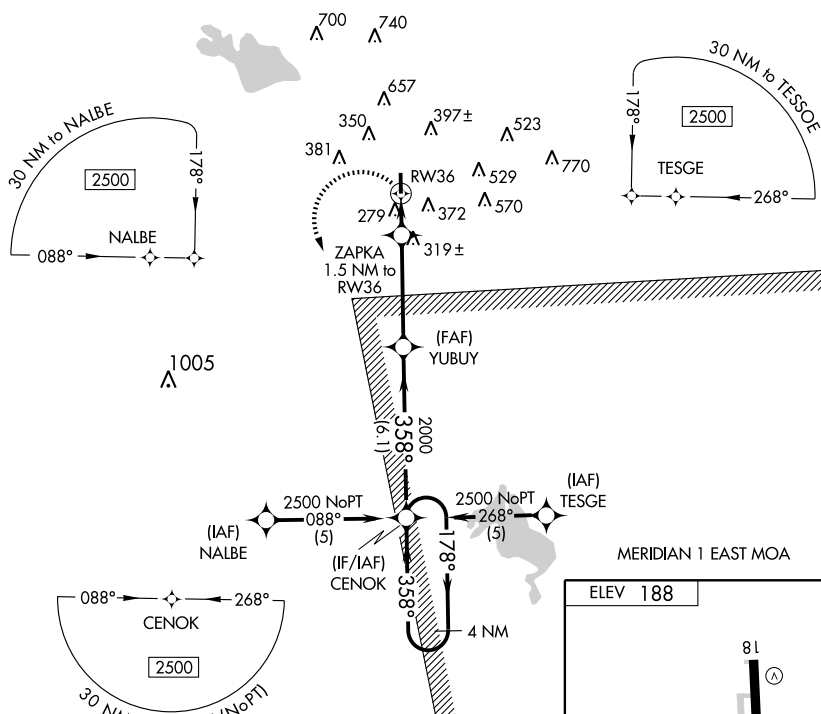
SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 36

## COLUMBUS-LOWNDES COUNTY (UBS)

**MISSED APPROACH:** Climbing left turn to 2500 direct CENOK and hold.

UNICOM  
122.8 (CTAF) **L**

4 NM Holding Pattern

2500

178°

358°

CENOK

YUBUY

3.05° TCH 40

ZAPKA 1.5 NM to RW36

2000

700

RW36

6.1 NM

4 NM

1.5 NM

2500

CENOK

CATEGORY	A	B	C	D
LNAV MDA	600-1	413 (500-1)	600-1¼	413 (500-1¼)
CIRCLING	760-1	572 (600-1)	760-1½ 572 (600-1½)	760-2 572 (600-2)

ELEV 188

MERIDIAN 1 EAST MOA

MIRL Rwy 18-36 **L**

VORTAC IGB <b>116.2</b> Chan <b>109</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>188</b>
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**VOR-A**

COLUMBUS-LOWNDES COUNTY (UBS)

**▼** Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet, Cat C visibility ¼ mile.

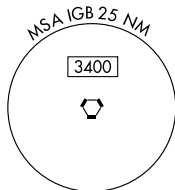
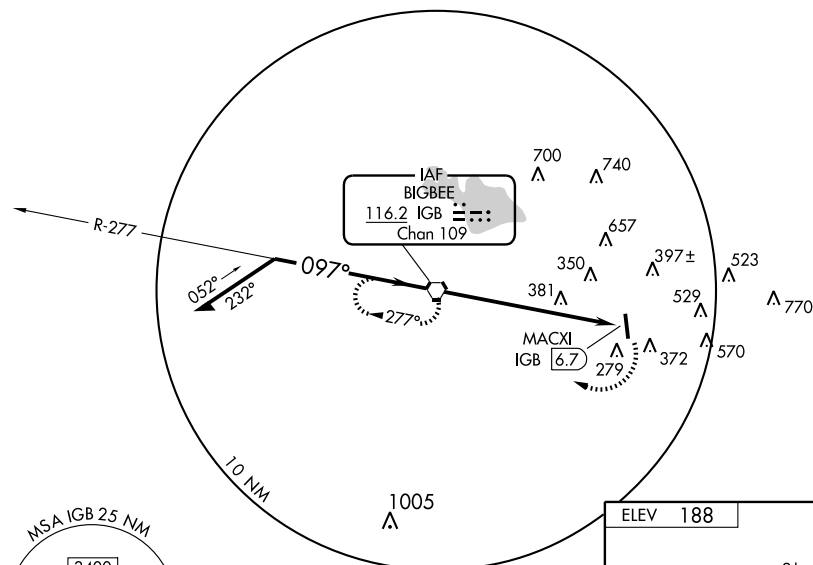
**▲ NA**

MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

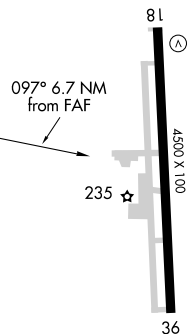
COLUMBUS APP CON ★

**135.6 323.275**

UNICOM

**122.8 (CTAF) 0**

ELEV 188



MIRL Rwy 18-36 0

Remain within 10 NM

2000 277° VORTAC

2000 097°

2000

2000 IGB

MACXI IGB 6.7

6.7 NM

CATEGORY	A	B	C	D
CIRCLING	780-1 592 (600-1)		780-1½ 592 (600-1½)	780-2 592 (600-2)

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

## AIRPORT DIAGRAM

AL-5855 (FAA)

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)  
COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI

ATIS  
126.375  
GOLDEN TRIANGLE TOWER  
118.2 298.875  
GND CON  
135.375 322.475  
CLNC DEL  
135.375 322.475  
126.25 (When Tower Closed)

ELEV  
260

181.9°

81

D

H

E

G

C

F

E

B

E

A

ELEV  
256

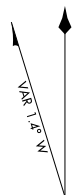
36

001.9°

RWY 18-36  
PCN 30 F/B/Y/T  
S-133, D-200, 2D-300

FIELD  
ELEV  
264

6497 X 150



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

FIRE  
STATION

TERMINAL

☆  
TWR  
346

33° 27.5' N

33° 27' N

88° 36' W

88° 35.5' W

88° 35' W

## AIRPORT DIAGRAM

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI  
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

**COLUMBUS—LOWNDES CO** (UBS) 3 SE UTC-6(-5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4500X100 (ASPH) S-40, D-70, 2S-89, 2D-120 MRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1600-2300Z†. Fuel service after hrs, call 662-327-6907. Public phone avbl outside terminal building 662-327-9852. MRL Rwy 18-36 ops dusk-0400Z†, after 0400Z† ACTIVATE—CTAF.

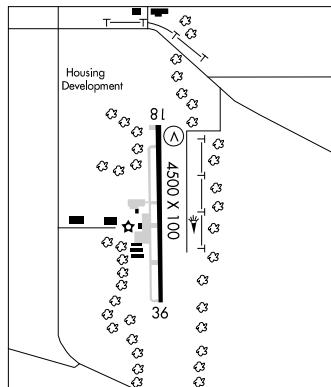
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri;  
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'  
W88°30.82' 096° 6.8 NM to fld. 240/04E. HIWAS.



MEMPHIS

L-18H

IAP

**COLUMBUS/W POINT/STARKVILLE****GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC-6(-5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR

RWY 18-36: H6497X150 (ASPH) S-133, D-200, 2D-300

PCN 30 F/B/Y/T HIRL

RWY 18: MALSRL VASI(V4L)—GA 3.0°TCH 56'.

RWY 36: REIL VASI(V4L)—GA 3.0°TCH 56'.

AIRPORT REMARKS: Attended continuously. Class I, Index B ARFF equipment avbl ctc arpt manager 662-327-4422. Birds and wildlife invof arpt. When twr clsd, all acft opr locally at GTR arpt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18-36; MALSRL Rwy 18; REIL Rwy 36 and twy lgts—118.2.

WEATHER DATA SOURCES: AWOS-3 126.375 (662) 328-7798.

COMMUNICATIONS: CTAF 118.2 ATIS 126.375 UNICOM 122.95

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri,  
1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

TOWER 118.2 (1200-0200Z†) GND CON/CLNC DEL 135.375

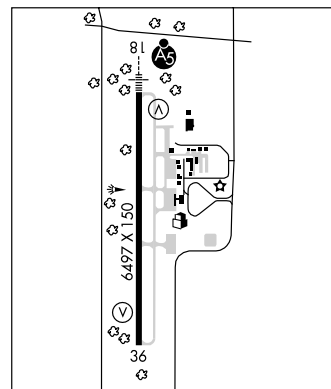
AIRSPACE: CLASS D svc (1200-0200Z†) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 238°4.4 NM to fld. 240/04E. HIWAS.

ILS 110.7 I-GTR Rwy 18. (Unmonitored 0500-1130Z†).

LOC/DME 111.15 I-RVT Chan 48(Y) Rwy 36.



MEMPHIS

H-6J, L-18H

IAP, AD

## ILS or LOC RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

LOC I-GTR <b>110.7</b>	APP CRS <b>179°</b>	Rwy Idg TDZE <b>264</b> Apt Elev <b>264</b>
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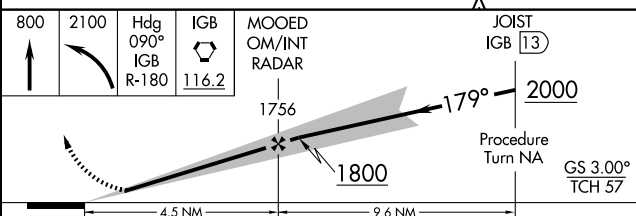
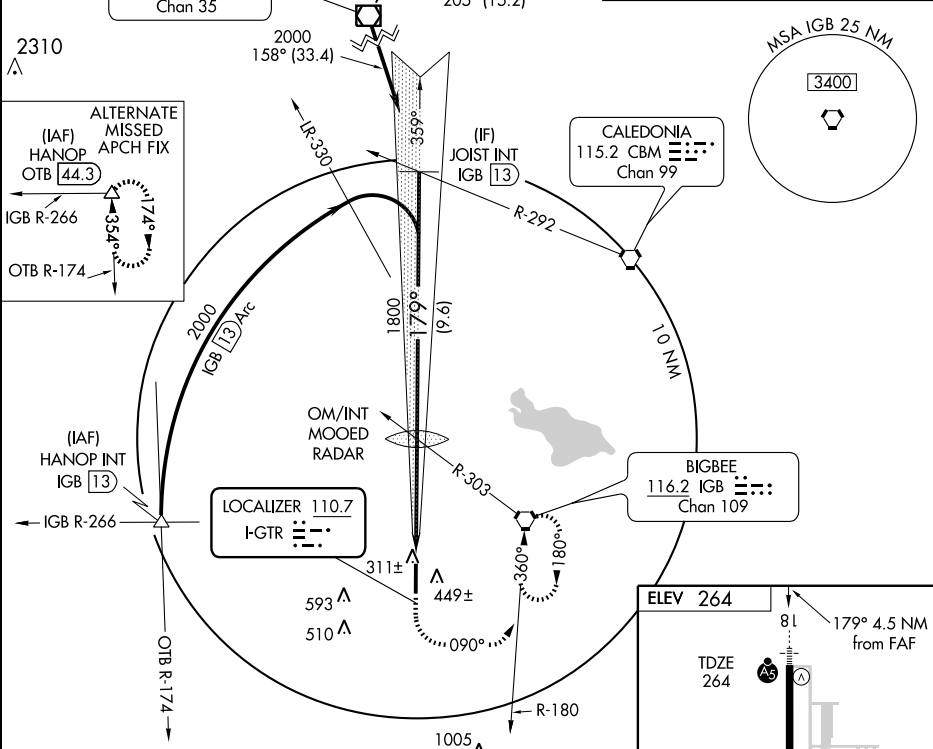
▼ If local altimeter setting not received, use Tupelo  
Rgnl altimeter setting and increase DA to 590 feet  
and all MDAs 140 feet.



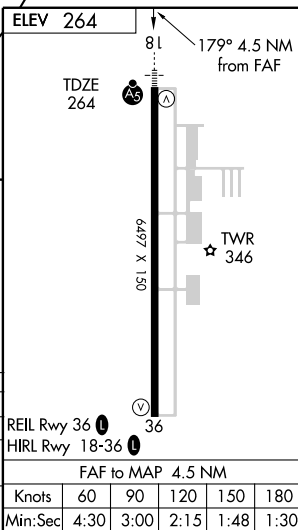
MISSED APPROACH: Climb to 800 then climbing left  
turn to 2100 via Heading 090° and IGB R-180 to  
IGB VORTAC and hold.

ATIS <b>126.375</b>	COLUMBUS APP CON * <b>135.6 323.275</b>	GOLDEN TRIANGLE TOWER * <b>118.2 (CTAF) 0 298.875</b>	GND CON <b>135.375 322.475</b>	CLNC DEL <b>135.375 322.475</b>
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IAF TUPELO 109.8 OTB --- Chan 35	GANTT 2000 205° (15.2)	COLUMBUS CLNC DEL <b>126.25</b> (When tower closed)	UNICOM <b>122.95</b>
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800	2100	Hdg 090° IGB R-180	IGB 116.2	MOOED OM/INT RADAR	JOIST IGB 13
4.5 NM	9.6 NM				
CATEGORY	A	B	C	D	
S-ILS 18	464-½	200 (200-½)			
S-LOC 18	640-½	376 (400-½)			
CIRCLING	760-1	496 (500-1)	760-1½ 496 (500-1½)	820-2 556 (600-2)	



COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI

Amdt 7 08269

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

33°27'N-88°35'W

ILS or LOC RWY 18

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

LOC I-RVT <b>111.15</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>6497</b> <b>264</b> <b>264</b>
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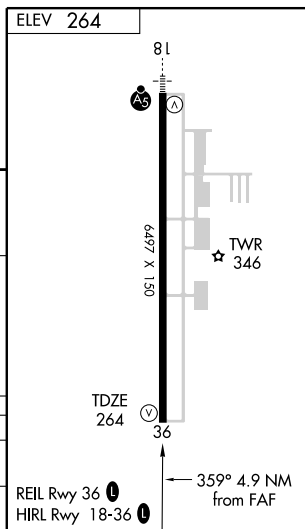
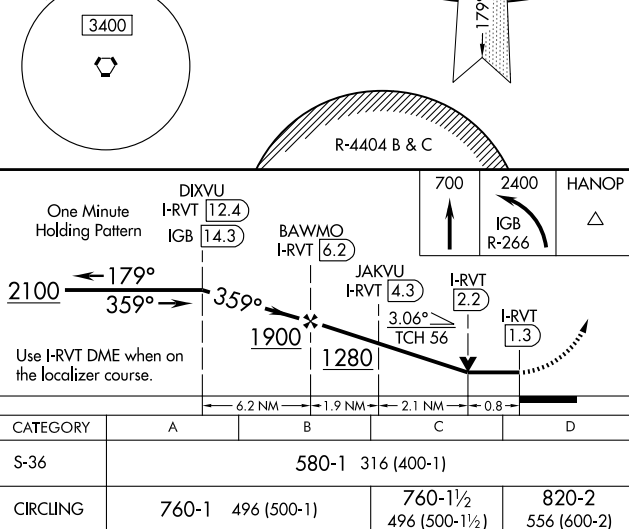
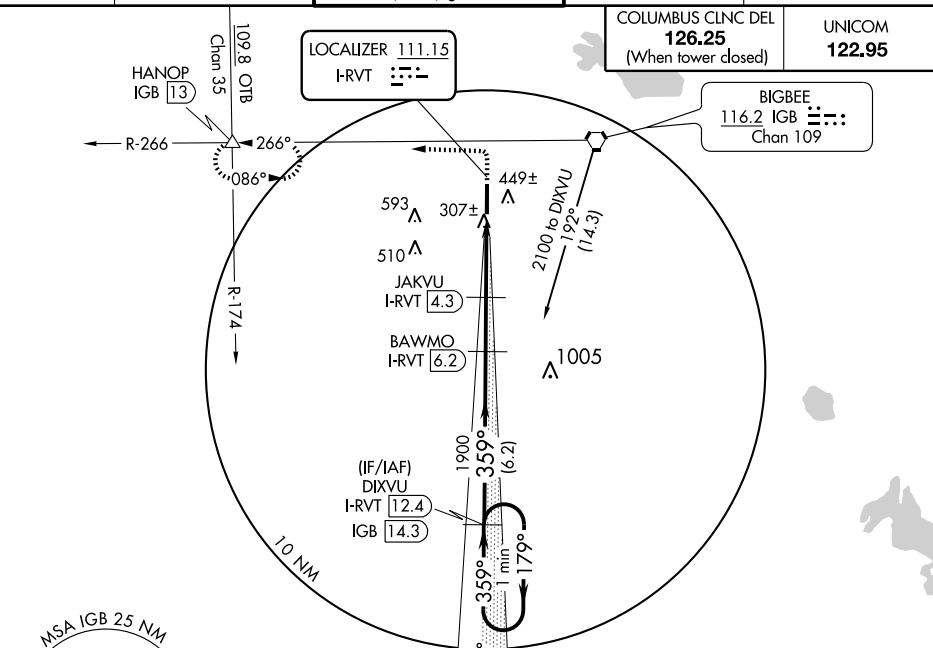
# LOC/DME RWY 36

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

**▼** When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 40 feet; increase S-36 Cat D visibility ¼ mile.  
**▲** VDP NA when using Columbus AFB altimeter setting.

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2400 via IGB VORTAC R-266 to HANOP INT/IGB 13 DME and hold.

ATIS <b>126.375</b>	COLUMBUS APP CON★ <b>135.6 323.275</b>	GOLDEN TRIANGLE TOWER★ <b>118.2 (CTAF) 298.875</b>	GND CON <b>135.375 322.475</b>	CLNC DEL <b>135.375 322.475</b>
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WAAS CH <b>63203</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6497</b> <b>264</b> <b>264</b>
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# RNAV (GPS) RWY 18

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

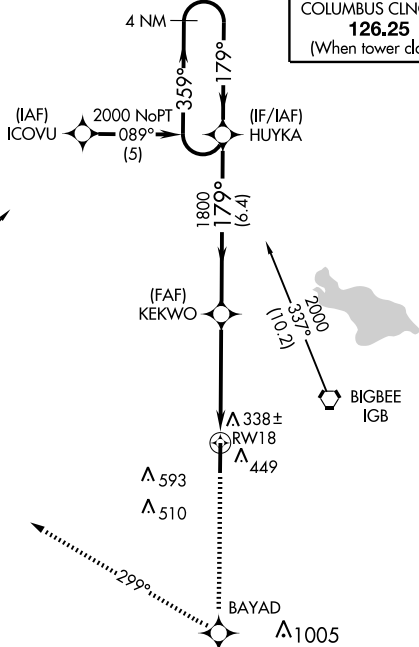
▼ For inoperative MALSR, increase LNAV Cat D visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.  
 ▲ Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1½ mile.

MALSR

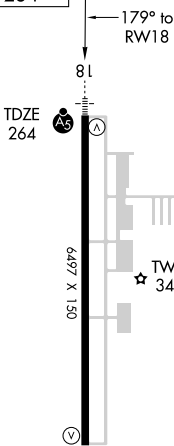


MISSED APPROACH:  
Climb to 2400 direct  
BAYAD and right turn  
via 299° track to  
CLOUT and hold.

ATIS <b>126.375</b>	COLUMBUS APP CON* <b>135.6 323.275</b>	GOLDEN TRIANGLE TOWER* <b>118.2 (CTAF) 298.875</b>	GND CON <b>135.375 322.475</b>	CLNC DEL <b>135.375 322.475</b>
			COLUMBUS CLNC DEL <b>126.25</b> (When tower closed)	UNICOM <b>122.95</b>



ELEV 264



2400	BAYAD	TRK 299°	CLOUT	4 NM Holding Pattern
*LNAV only				
*1.1 NM to RW18				
RW18	1.1 NM	3.5 NM	6.4 NM	HUYKA
359° 179° 1800 2000				
GS 3.00° TCH 57				
CATEGORY	A	B	C	D
LPV DA	514-½ 250 (300-½)			
LNAV/VNAV DA	667-1 403 (500-1)			
LNAV MDA	660-½ 396 (400-½)			660-1 396 (400-1)
CIRCLING	760-1	496 (500-1)	760-1½ 496 (500-1½)	820-2 556 (600-2)

WAAS CH <b>99600</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>6497</b> <b>264</b> <b>264</b>
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# RNAV (GPS) RWY 36

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

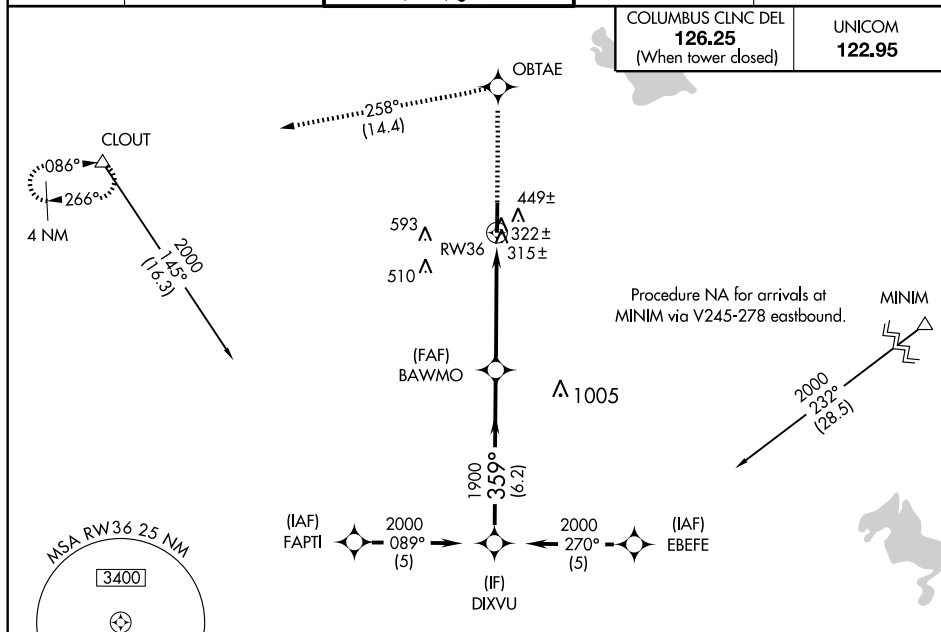
**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using  
**▲** Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (119°F).

**MISSED APPROACH:**  
Climb to 2400 direct OBTAE and left turn via 258° track to CLOUT and hold.

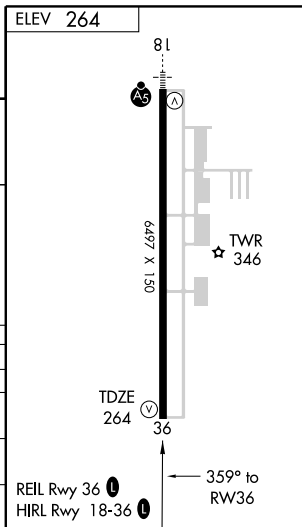
ATIS <b>126.375</b>	COLUMBUS APP CON* <b>135.6 323.275</b>	GOLDEN TRIANGLE TOWER* <b>118.2 (CTAF) 0 298.875</b>	GND CON <b>135.375 322.475</b>	CLNC DEL <b>135.375 322.475</b>
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COLUMBUS CLNC DEL  
**126.25**  
(When tower closed)

UNICOM  
**122.95**



Procedure Turn NA	DIXVU	2400	OBTAE	258° TRK	CLOUT
GS 3.00° TCH 56	1900	359°	BAWMO	*1.3 NM to RW36	*LNAV only
	6.2 NM	3.6 NM	1.3		
CATEGORY	A	B	C	D	
LPV DA	518-¾	254 (300-¾)			
LNAV/ VNAV	616-1¼	352 (400-1¼)			
LNAV MDA	720-1	456 (500-1)	720-1¼ 456 (500-1¼)	720-1½ 456 (500-1½)	
CIRCLING	800-1¼	536 (600-1¼)	800-1½ 536 (600-1½)	820-2 556 (600-2)	



## CORINTH

**ROSCOE TURNER** (CRX) 4 SW UTC-6(-5DT) N34°54.90' W88°36.21'

425 B S4 FUEL 100LL JET A NOTAM FILE GWO

RWY 18-36: H6500X100 (ASPH-GRVD) S-30 MIRL 0.3% up S

RWY 18: MALSR. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 36: PAPI(P2L)—GA 3.0° TCH 54'.

AIRPORT REMARKS: Attended Mon-Sat dalgt, Sun 1400Z±-dusk.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (662) 287-5103.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 135.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

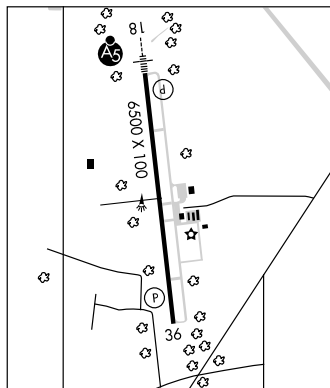
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.54' 194° 42.7 NM to fld. 630/02E.

SEYER NDB(LOM) 334 UU N35°00.93' W88°36.94' 173° 6.1

NM to fld.

ILS 111.1 I-UUR Rwy 18 Class IA. LOM SEYER NDB.



MEMPHIS  
H-6J, L-18G  
IAP

**CROSBY MUNI** (C71) 1 NE UTC-6(-5DT) N31°17.76' W91°03.17'

336 NOTAM FILE GWO

Not insp.

RWY 17-35: H3127X60(ASPH) S-16

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Deer on and invov arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09' W91°17.98' 147° 20.7 NM to fld. 280/03E.

(DME unmonitored).

HOUSTON  
L-21B, 22F

## CRYSTAL SPRINGS

**COPIAH CO** (M11) 4 S UTC-6(-5DT) N31°54.18' W90°22.12'

443 B S4 FUEL 100LL NOTAM FILE GWO

RWY 17-35: H3000X75 (ASPH) S-10 MIRL

RWY 17: REIL. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. For svc after hrs call 601-695-9874. Livestock on and invov rwy. Rwy 17-35 cracks in pavement and loose gravel all sfcs. Terrain drops off abruptly 100' from both ends of rwy.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27' W90°15.49' 348° 36.3 NM to fld. 440/03E.

HIWAS

NEW ORLEANS  
L-22F

**DEAN GRIFFIN MEML** (See WIGGINS)

**DIAMONDHEAD** (66Y) 0 SW UTC-6(-5DT) N30°21.78' W89°23.26'

14 Fuel 100LL NOTAM FILE GWO

RWY 18-36: H3800X75 (ASPH) S-12 LIRL

RWY 18: Thld displcd 613'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. Sat 1330-2230Z±. Fuel avbl 24 hrs with credit card. Rwy 18-36 LIRL OTS indef. ACTIVATE LIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.

GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' 261° 16.3 NM to fld. 23/02E. HIWAS.

NEW ORLEANS  
L-21C, 22G

LOC I-UUR <b>111.1</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>414</b> <b>425</b>
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# ILS or LOC RWY 18

CORINTH/ROSCOE TURNER (CRX)

- ▼ When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.
- ▲

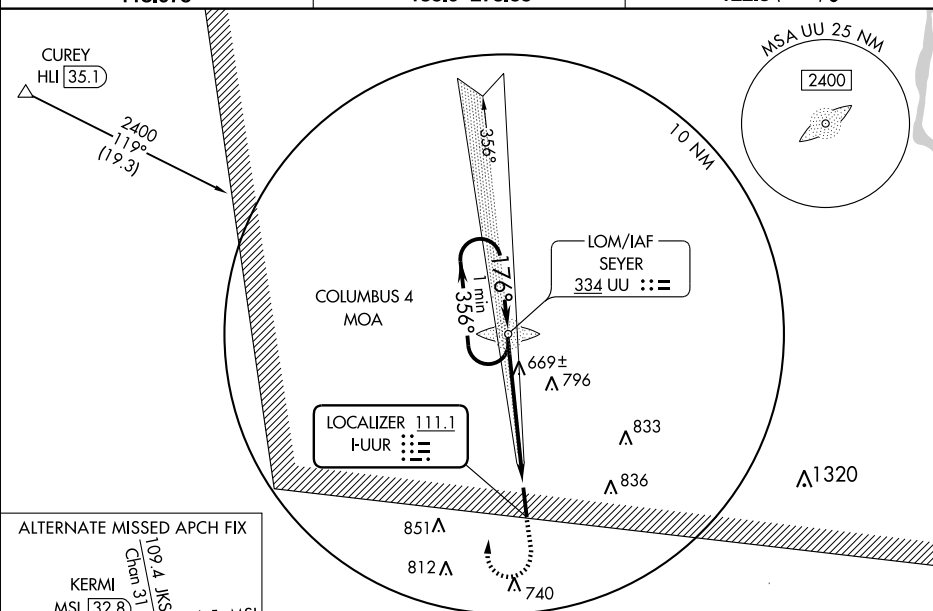


MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

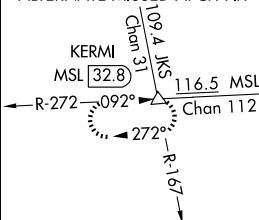
AWOS-3  
**118.675**

MEMPHIS CENTER  
**135.9 273.55**

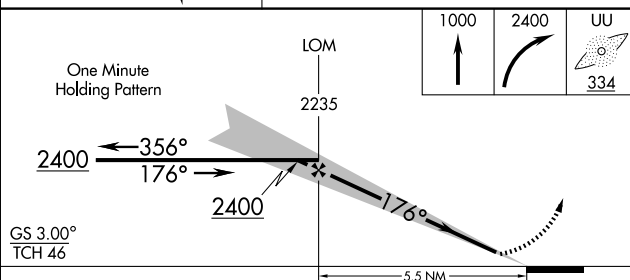
UNICOM  
**122.8 (CTAF) 0**



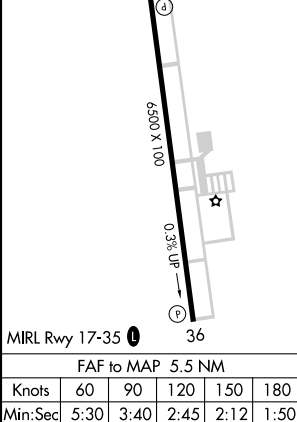
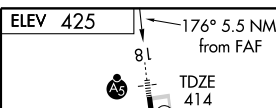
## ALTERNATE MISSED APCH FIX



## ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 18		614-½	200 (200-½)	
S-LOC 18	920-½	506 (500-½)	920-1	506 (500-1)
CIRCLING	920-1	495 (500-1)	920-1½	980-2
			495 (500-1½)	555 (600-2)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

WAAS  
Chan **72806**  
**W18A**

APP CRS  
**176°**

Rwy Idg **6500**  
TDZE **414**  
Apt Elev **425**

# RNAV (GPS) RWY 18

CORINTH/ROSCOE TURNER (CRX)

**▼** BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**▲** DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

MALSR

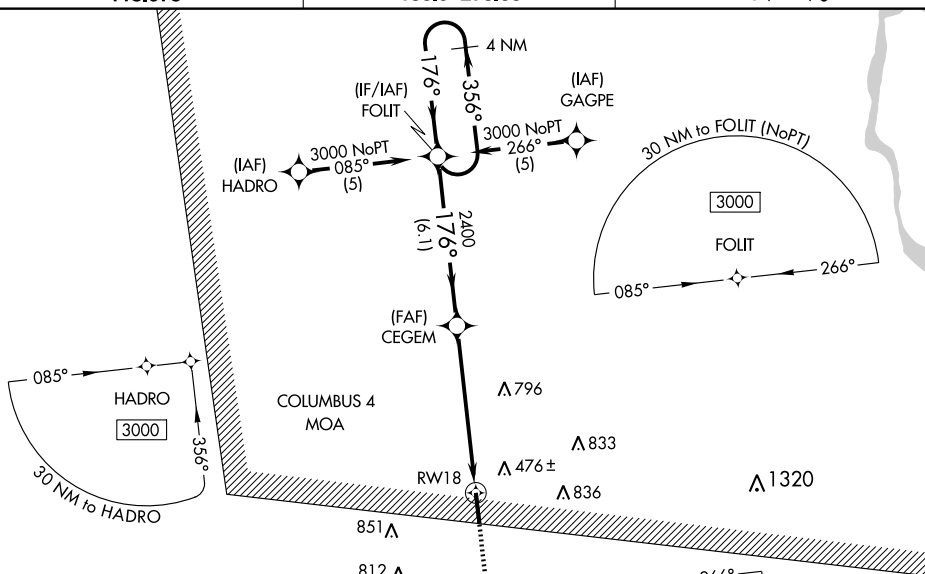


**MISSED APPROACH:**  
Climb to 3000 direct  
WEDGO and hold.

AWOS-3  
**118.675**

MEMPHIS CENTER  
**135.9 273.55**

UNICOM  
**122.8 (CTAF) 0**



ELEV 425

TDZE 414  
176° to RW18

AS

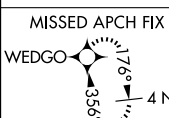
81

4

6500 X 100

0.3% UP

36



4 NM Holding Pattern		*LNAV only		3000	WEDGO
3000		FOLIT		CEGEM	RW18
GS 3.00° TCH 46		*1.6 NM to RW18			
		2400			
		6.1 NM		4.4 NM	
				1.6 NM	
CATEGORY	A	B	C	D	
LPV DA	614-½		200 (200-½)		
LNAV/VNAV DA	744-¾		330 (400-¾)		
LNAV MDA	940-½	526 (600-½)	940-1 526 (600-1)	940-1½ 526 (600-1½)	
CIRCLING	940-1	515 (600-1)	940-1½ 515 (600-1½)	980-2 555 (600-2)	

MIRL Rwy 17-35 0

CORINTH, MISSISSIPPI

Amdt 1 08045

34°55'N-88°36'W

CORINTH/ROSCOE TURNER (CRX)  
**RNAV (GPS) RWY 18**

APP CRS  
**356°**

Rwy Idg **6500**  
TDZE **425**  
Apt Elev **425**

# RNAV (GPS) RWY 36

CORINTH/ROSCOE TURNER (CRX)

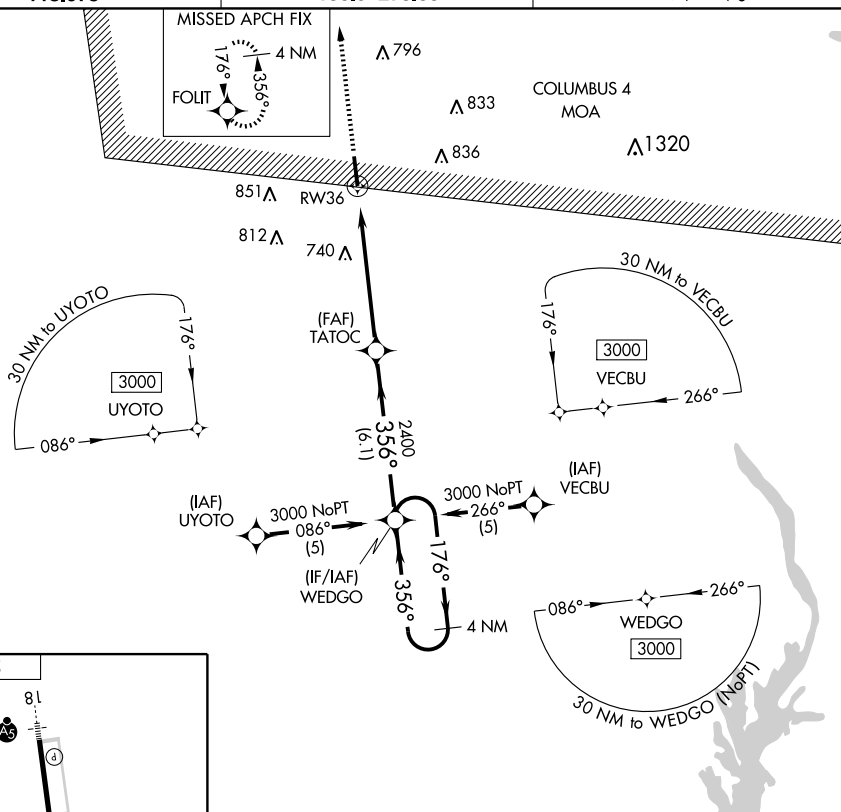
▼ When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night.  
 ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000  
direct FOLIT and hold.

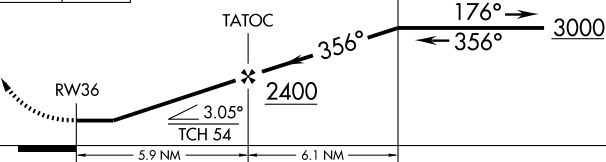
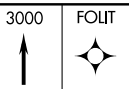
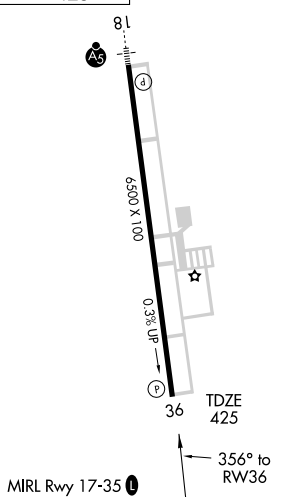
AWOS-3  
**118.675**

MEMPHIS CENTER  
**135.9 273.55**

UNICOM  
**122.8 (CTAF) 0**



ELEV 425



CATEGORY	A	B	C	D
LNAV MDA	1040-1	615 (700-1)	1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)
CIRCLING	1040-1	615 (700-1)	1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)

## DREW

**RULEVILLE-DREW** (M37) 2 S UTC-6(-5DT) N33°46.58' W90°31.50'

MEMPHIS

137 B NOTAM FILE GWO

L-186

**RWY 18-36:** H3000X60 (ASPH) S-16 MIRL

IAP

**RWY 18:** PAPI(P2L)—GA 3.0° TCH 40'.

**RWY 36:** PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended irregularly. Rotating bcn OTS indef. MIRL

Rwy 18-36 ops

dusk-0400Z±; after 0400Z± ACTIVATE—CTAF. PAPI Rwy 18 and

Rwy 36 on continuously. Rwy 18-36 MIRL OTS indef.

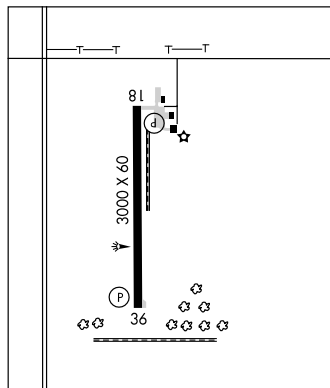
**COMMUNICATIONS:** CTAF 122.9

Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 324° 22.5 NM to fld. 125/03E.



**EATON** N31°25.12' W89°20.26' NOTAM FILE GWO.

NEW ORLEANS

(L) **VORTAC** 110.6 LBV Chan 43 356° 2.9 NM to Hattiesburg-Laurel Rgnl. 290/05E.

L-226

Unusable 300°-000° byd 30 NM. VOR portion unusable 241°-251°.

**RCO** 122.1R 110.6T (GREENWOOD RADIO)

**EUPORA** (Ø6M) 2 W UTC-6(-5DT) N33°32.07' W89°18.75'

MEMPHIS

450 B NOTAM FILE GWO

L-186

**RWY 14-32:** H3000X60 (ASPH) S-20 MIRL

**RWY 14:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.

**RWY 32:** PAPI(P2L)—GA 3.0° TCH 42'.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAF 122.9.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 270° 40.2 NM to fld. 240/04E. HIWAS.

**FERNI** N31°15.27' W90°30.63' NOTAM FILE MCB.

NEW ORLEANS

**NDB (MHW/LOM)** 413 MC 156° 5 NM to Mc Comb-Pike Co—John E Lewis Fld.

L-21B, 22F

**FLETCHER FLD** (See CLARKSDALE)

## FOREST

**G. V. MONTGOMERY** (2M4) 1 S UTC-6(-5DT) N32°21.21' W89°29.32'

MEMPHIS

517 B NOTAM FILE GWO

L-186

**RWY 16-34:** H3600X75 (ASPH) S-25 MIRL

**RWY 16:** Trees. **RWY 34:** Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 16-34—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 263° 34.8 NM to fld. 580/05E.

HIWAS.

**GEORGE M. BRYAN** (See STARKVILLE)

**GOLDEN TRIANGLE RGNL** (See COLUMBUS/W POINT/STARKVILLE)

**GREENE CO** N31°05.88' W88°29.17' NOTAM FILE GWO.

NEW ORLEANS

(H) **VORTACW** 115.7 GCV Chan 104 030° 26 NM to Roy Wilcox. 300/05E.

H-6J, L-21C, 22G

VOR portion unusable: 138°-238° blo 5000'; 291°-339° blo 4000'.

VORTAC SQS <b>114.7</b> Chan <b>94</b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>137</b>
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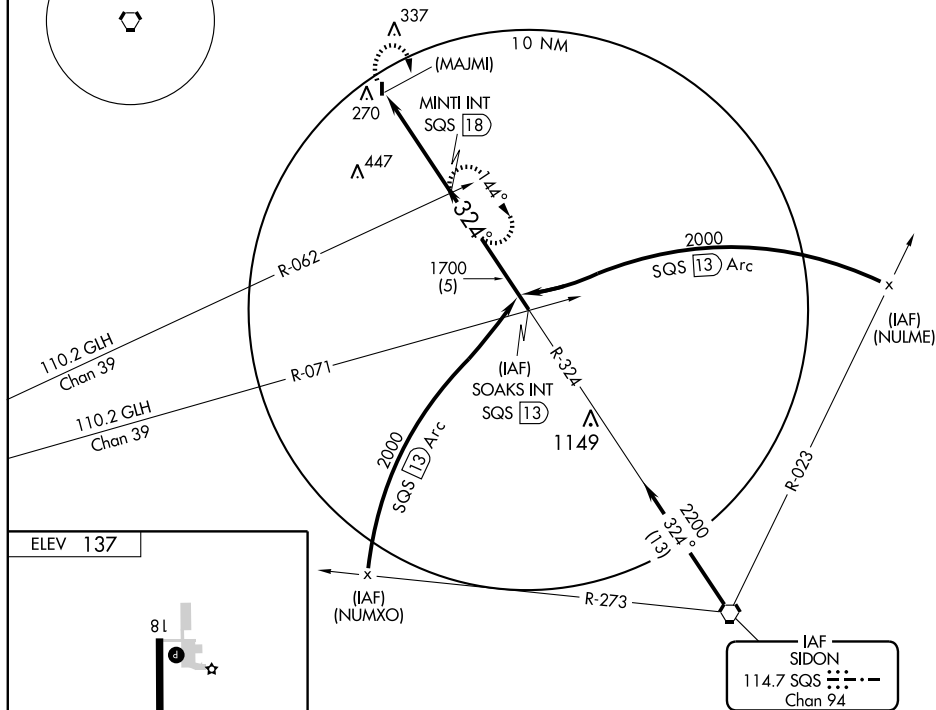
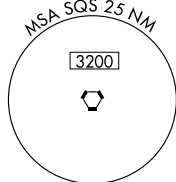
**VOR or GPS-A**  
DREW/RULEVILLE-DREW (M37)

**V** **NA** Use Greenwood altimeter setting.

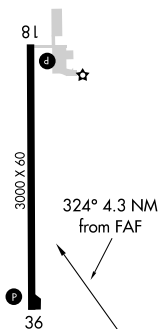
MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

MEMPHIS CENTER  
**135.875 269.35**

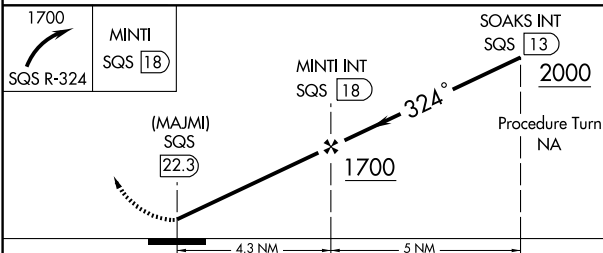
CTAF  
**122.9 0**



ELEV **137**



MIRL Rwy 18-36 **0**



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	740-1 603 (700-1)	740-1¼ 603 (700-1¼)	740-1¾ 603 (700-1¾)	NA

10210

## AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)  
GREENVILLE, MISSISSIPPI

GREENVILLE TOWER ★

119.0 256.9

GND CON

121.8 256.9

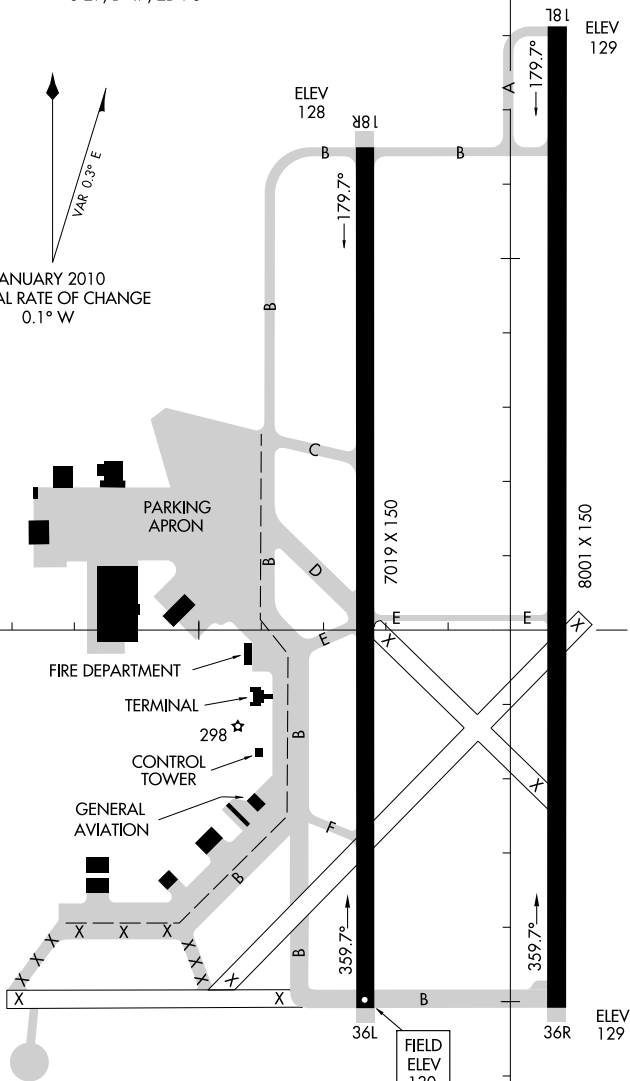
ASOS 125.525

RWY 18L-36R

S-75, D-112, 2S-142, 2D-182, 2D/2D2-540

RWY 18R-36L

S-29, D-47, 2D-78

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° WCAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

91° 00' W

90° 59' W

## AIRPORT DIAGRAM

10210

GREENVILLE, MISSISSIPPI  
GREENVILLE/MID DELTA RGNL (GLH)

SC-4, 26 AUG 2010 to 23 SEP 2010

**GREENEVILLE** N33°31.41' W90°58.98' NOTAM FILE GLH.

(L) VOR/DME 110.2 GLH Chan 39 179° 2.4 NM to Mid Delta Rgnl. 130/4E.

RCO 122.1R 110.2T (GREENWOOD RADIO)

MEMPHIS

L-18F

## GREENVILLE

**MID DELTA RGNL** (GLH) 5 NE UTC-6(-5DT) N33°28.97' W90°59.14'

131 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE GLH

RWY 18L-36R: H8001X150 (ASPH-GRVD) S-75, D-112, 2S-142, 2D-182, 2D/2D2-540 HIRL

RWY 18L: MALSR.

RWY 36R: REIL VASI (V4L)—GA 3.0° TCH 51'. Tree. Rgt tfc.

RWY 18R-36L: H7019X150 (ASPH-CONC) S-29, D-47, 2D-78  
MIRL

RWY 18R: VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

RWY 36L: VASI(V4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1200-0400Z±. Rwy 18R-36L no txf or Indg authorized for air carrier aircraft. Rwy 18R-36L surface is rough and has several large bumps or heaves. Rwy 18L-36R center 50' of pavement is fair. Outer edges of Rwy 18L-36R are in poor condition producing foreign object debris. Rwy 18R-36L MIRL OTS indef. VASI Rwy 36R opr continuously. When twr clsd HIRL Rwy 18L-36R preset med ints, to increase ints and ACTIVATE MALSR Rwy 18L—CTAF.

**WEATHER DATA SOURCES:** ASOS 125.525 (662) 332-0863. LAWRS.

**COMMUNICATIONS:** CTAF 119.0 UNICOM 122.95

MEMPHIS CENTER APP/DEP CON 135.875

GREENVILLE TOWER 119.0 (1300-0100Z±) GND CON 121.8

**AIRSPACE:** CLASS D svc 1300-0100Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 179° 2.4 NM to fld. 130/04E.

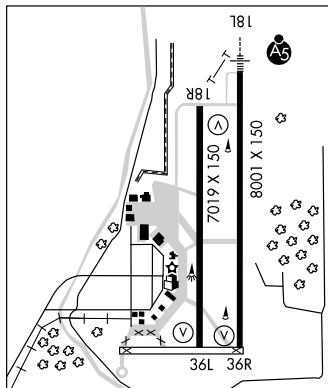
METCALF NDB (MHW) 359 MTQ N33°25.52' W90°58.93' 354° 3.5 NM to fld.

ILS 109.1 I-GLH Rwy 18L. Class IE. (Unmonitored when twr clsd). LOC Backcourse unusable. MM OTS indef.

MEMPHIS

H-6J, L-18F

IAP, AD





WAAS CH <b>97411</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg <b>8001</b> TDZE <b>129</b> Apt Elev <b>131</b>
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## RNAV (GPS) RWY 18L

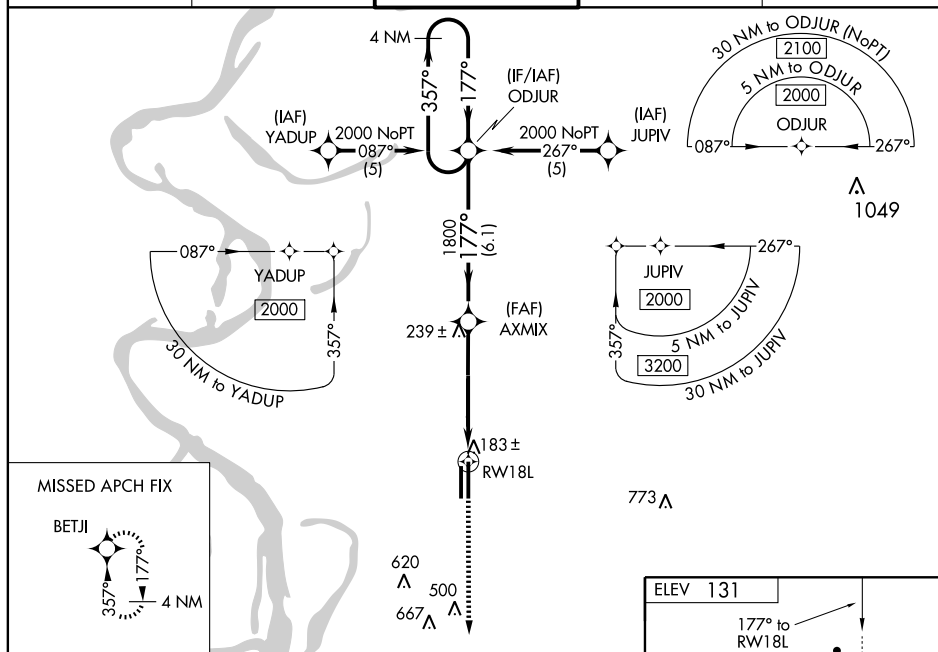
GREENVILLE/MID DELTA RGNL (GLH)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALS, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALS increase LPV visibility all Cats to 1 mile.

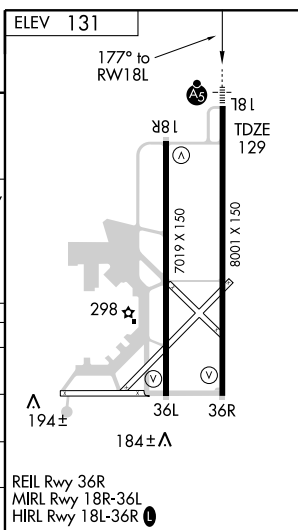


MISSED APPROACH:  
Climb to 2000 direct  
BETJ and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	GREENVILLE TOWER★ <b>119.0 (CTAF) 0 256.9</b>	GND CON <b>121.8 256.9</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		ODJUR		2000 ↑		BETJ ✦	
2000 ← 357° 177° →		177°		AXMIX		*0.9 NM to RW18L *LNAV only	
GS 3.00° TCH 53		1800		RW18L			
		6.1 NM		4.1 NM		0.9	
CATEGORY	A		B	C	D		
LPV DA	329-½ 200 (200-½)						
LNAV/ VNAV DA	439-½ 310 (400-½)					439-¾ 310 (400-¾)	
LNAV MDA	460-½ 331 (400-½)					460-1 331 (400-1)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)		700-2 569 (600-2)		



WAAS CH <b>70411</b> <b>W18B</b>	APP CRS <b>177°</b>	Rwy Idg <b>7019</b> TDZE <b>128</b> Apt Elev <b>131</b>
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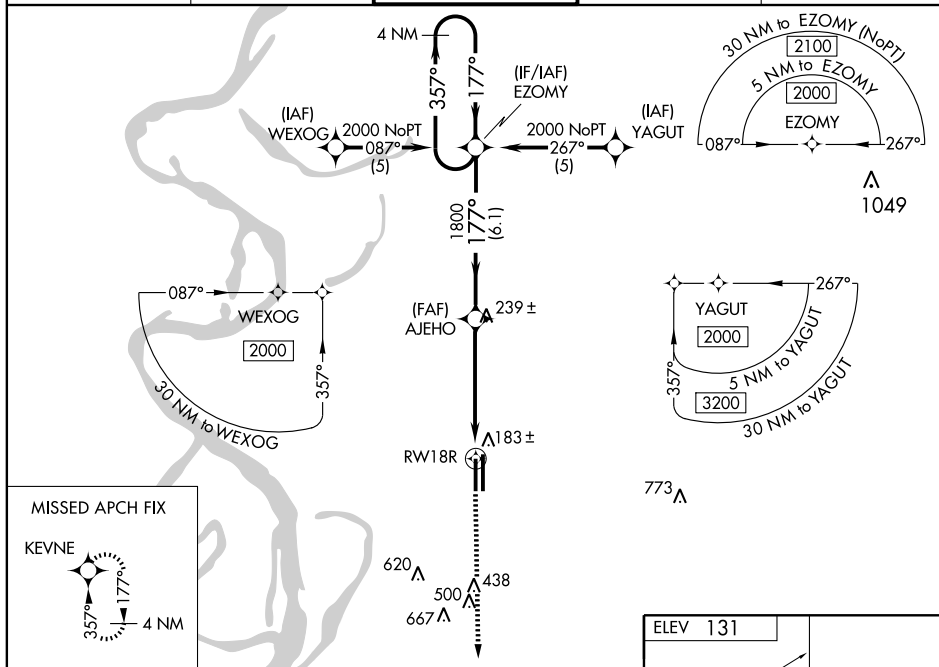
## RNAV (GPS) RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

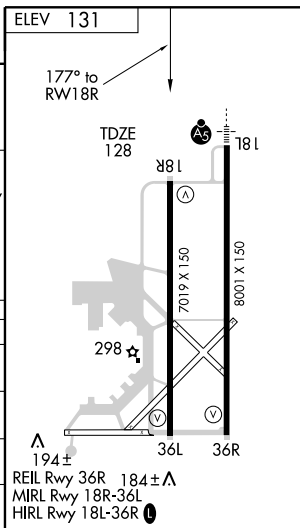
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
 ▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH:  
Climb to 2000 direct  
KEVNE and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	GREENVILLE TOWER★ <b>119.0 (CTAF) 0 256.9</b>	GND CON <b>121.8 256.9</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		2000 KEVNE	
EZOMY		177° to RW18R	
2000	← 357° 177° →	AJEHO	*0.9 NM to RW18R *LNAV only
GS 3.00° TCH 50	1800	6.1 NM	4.1 NM
CATEGORY	A	B	C
LPV DA	378-1	250 (300-1)	
LNAV/VNAV DA	446-1	318 (400-1)	
LNAV MDA	480-1	352 (400-1)	480-1¼ 352 (400-1¼)
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)



WAAS CH <b>77611</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg <b>7019</b> TDZE <b>130</b> Apt Elev <b>131</b>
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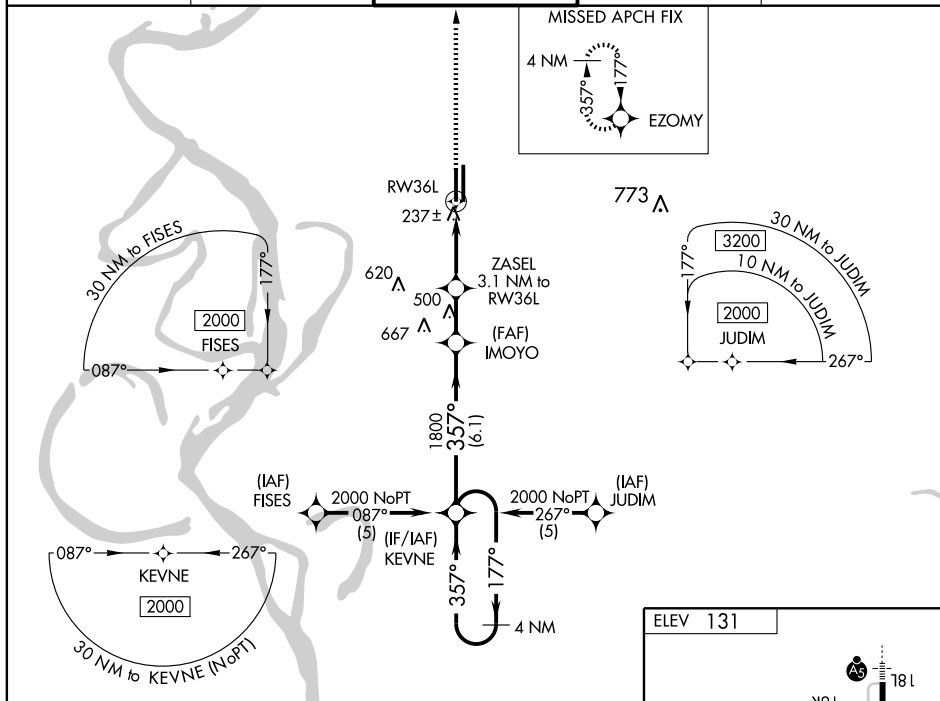
## RNAV (GPS) RWY 36L


GREENVILLE/MID DELTA RGNL (GLH)

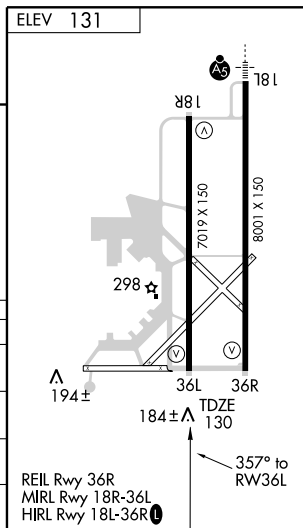
**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct EZOMY and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	<b>GREENVILLE TOWER ★</b> <b>119.0 (CTAF) 0 256.9</b>	GND CON <b>121.8 256.9</b>	UNICOM <b>122.95</b>
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2000 ↑	EZOMY 	4 NM Holding Pattern			



WAAS CH <b>81911</b> <b>W36B</b>	APP CRS <b>357°</b>	Rwy Idg <b>8001</b> TDZE <b>129</b> Apt Elev <b>131</b>
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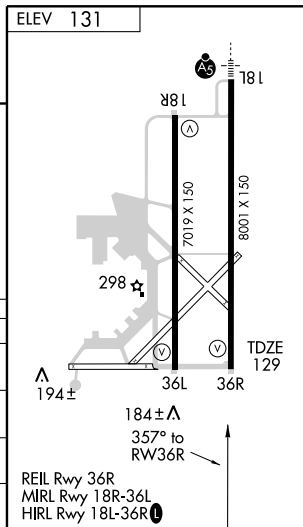
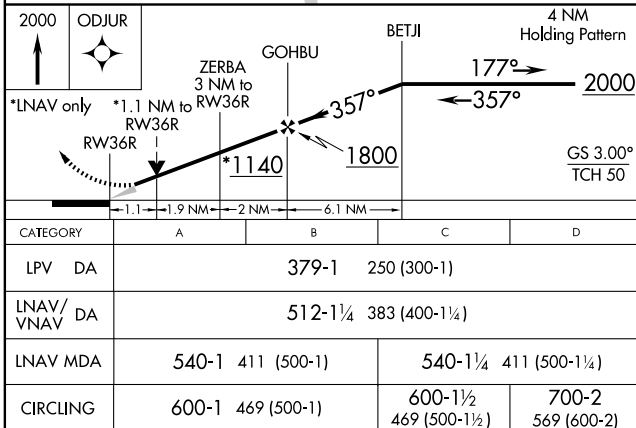
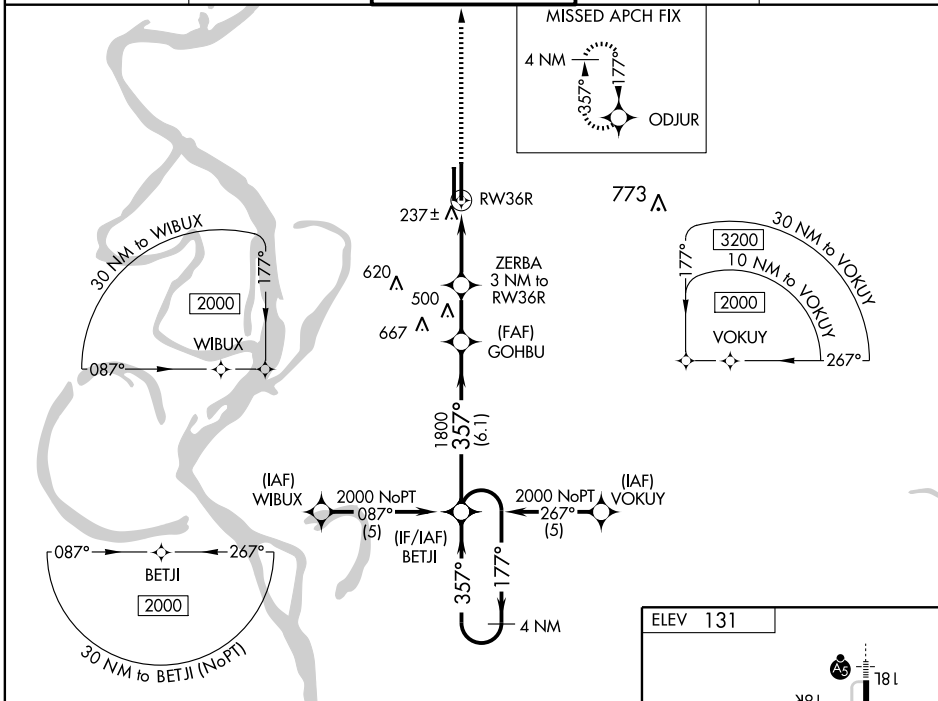
## RNAV (GPS) RWY 36R

GREENVILLE/MID DELTA RGNL (GLH)

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct  
ODJUR and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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VOR/DME GLH <b>110.2</b> Chan <b>39</b>	APP CRS <b>175°</b>	Rwy Idg <b>8001</b> TDZE <b>129</b> Apt Elev <b>131</b>
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# VOR/DME RWY 18L

GREENVILLE/MID DELTA RGNL (GLH)



If local altimeter setting not received, use Greenwood  
altimeter setting and increase all MDAs 120 feet.



MISSED APPROACH: Climb to 2000 via GLH VOR/DME  
R-176 to FLAMM Int/GLH 12 DME and hold.

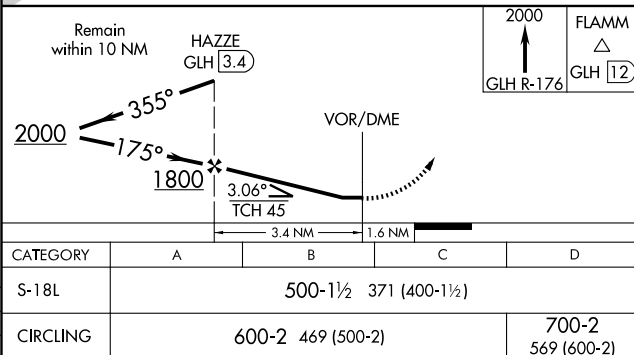
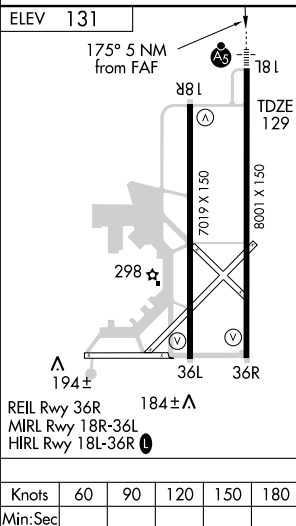
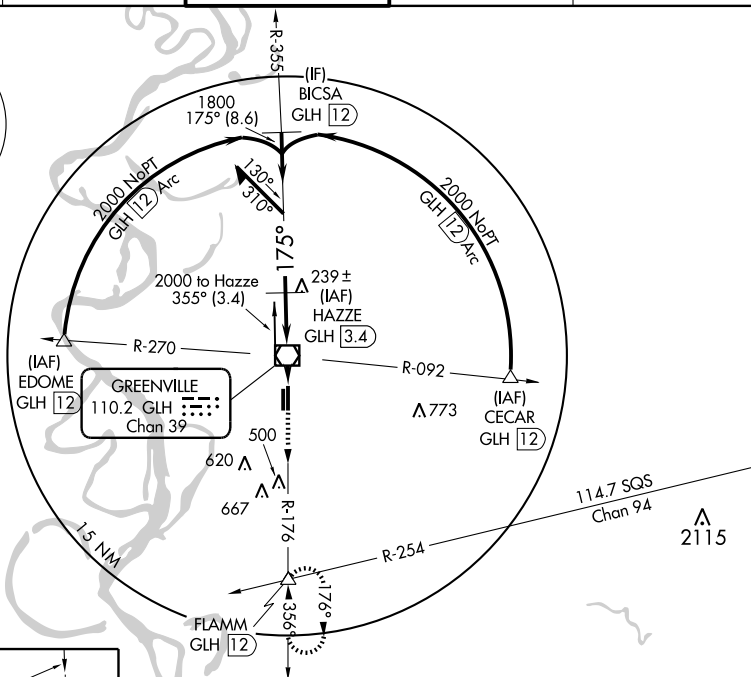
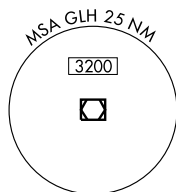
ASOS  
**125.525**

MEMPHIS CENTER  
**135.875 269.35**

GREENVILLE TOWER ★  
**119.0 (CTAF) 256.9**

GND CON  
**121.8 256.9**

UNICOM  
**122.95**



VOR/DME GLH <b>110.2</b> Chan <b>39</b>	APP CRS <b>183°</b>	Rwy Idg TDZE <b>128</b> Apt Elev <b>131</b>
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# VOR/DME RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

▼ If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

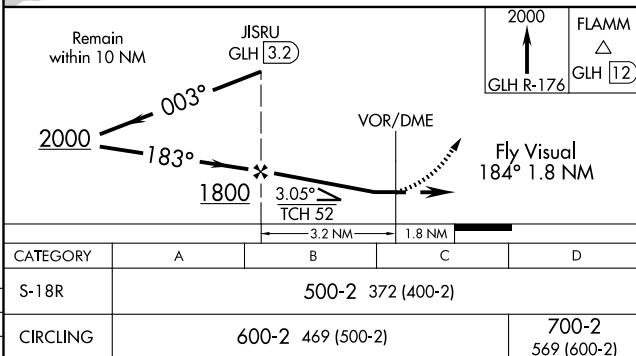
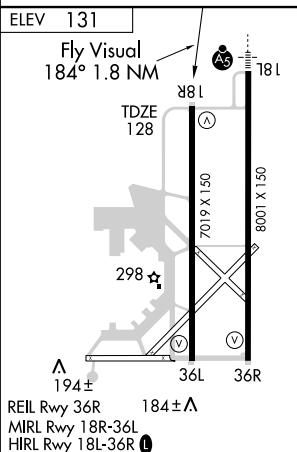
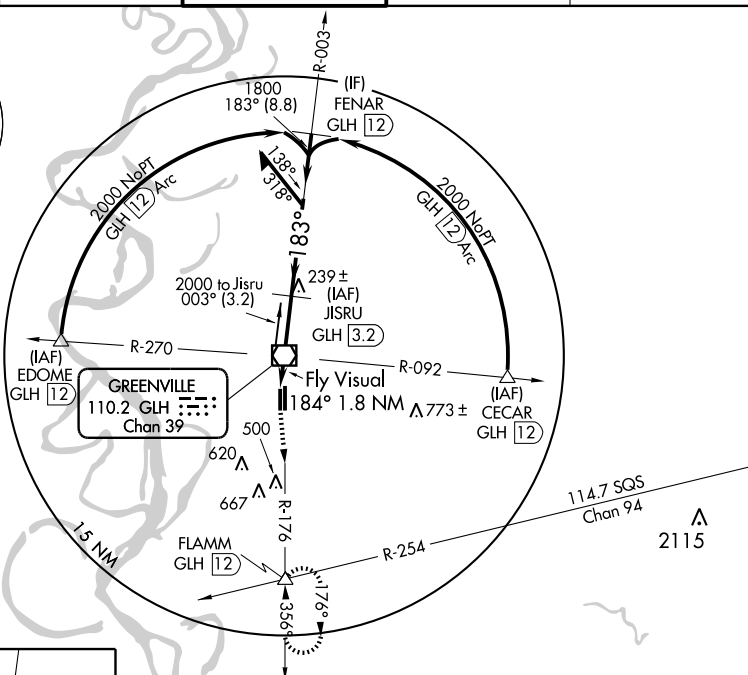
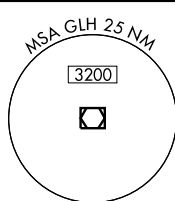
ASOS  
**125.525**

MEMPHIS CENTER  
**135.875 269.35**

GREENVILLE TOWER\*  
**119.0 (CTAF) 0 256.9**

GND CON  
**121.8 256.9**

UNICOM  
**122.95**



**GREENWOOD—LEFLORE** (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'

**MEMPHIS**

162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO

H-6J, L-18G

Rwy 18-36: H6503X150 (ASPH) S-100, D-176, 2S-175, 2D-300, 2D/2D2-560 HIRL

IAP

Rwy 18: MALS. Trees.

Rwy 05-23: H5005X150 (ASPH) S-30 MRL 0.3% up NE

Rwy 05: VASI(V4L)—GA 3.0° TCH 34'.

Rwy 23: Trees.

Rwy 09-27: H2689X60 (ASPH) S-30 0.4% up E

Rwy 27: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon-Fri 1300-0100Z, Sat-Sun 1400-2300Z. Fee for fuel after hrs call 662-453-5756 or 662-299-5616 or 662-455-5530 by appointment after hrs. Rwy 05-23 CLOSED indef. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18-36. Rwy 09 and 27 rapidly rising terrain. Rwy 09-27 not controlled by twr. Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05-23 to S-42, D-60 in unusual situations. Operator using Rwy 09-27 must be familiar with Greenwood twr Letter to Airman 97-1. Rwy 09-27 no centerline. Rwy 05-23 has minor cracking and is rough and uneven. Rwy 09-27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MRL Rwy 05-23, HIRL Rwy 18-36 and MALS Rwy 18—CTAF. VASI Rwy 05 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.975 (662) 453-3304.

**COMMUNICATIONS:** CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5

TOWER 118.35 (1400-0000Z) GND CON 125.55 CLNC DEL 125.55

**AIRSPACE:** CLASS D svc 1400-0000Z other times CLASS E.

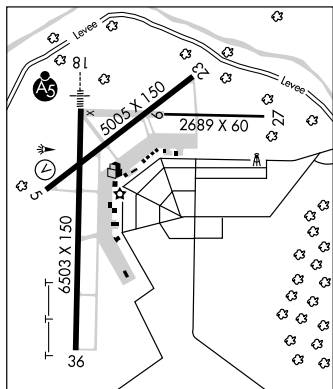
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

TEOCK NDB (LOM) 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

ILS 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

**COMM/NAV/WEATHER REMARKS:** Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.



**GRENADA MUNI** (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

**MEMPHIS**

208 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

Rwy 13-31: H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300 MRL

IAP

Rwy 13: MALS VASI(V4L)—GA 3.0° TCH 52'.

Rwy 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.

Rwy 04-22: H5000X100 (ASPH) S-60, D-200, 2S-175, 2D-300

Rwy 04: Trees. Rwy 22: Thld dsplcd 225'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat 1400-0000Z. For fuel after hrs call 662-809-1550 or 662-417-0880. Aerobatic acft 4,500' and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS between Mar-Oct annually.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (662) 227-3407.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

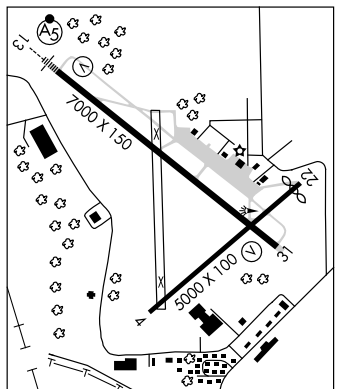
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

SCOBEY NDB (MHW) 245 SBQ N33°53.47' W89°52.47' 132°

5.2 NM to fld. Unusable byd 20 NM.

ILS/DME 110.9 I-GNF Chan 46 Rwy 13.



LOC I-GWO <b>111.3</b>	APP CRS <b>179°</b>	Rwy Idg TDZE <b>145</b> Apt Elev <b>162</b>	<b>6503</b>
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# ILS or LOC RWY 18

## GREENWOOD-LEFLORE (GWO)

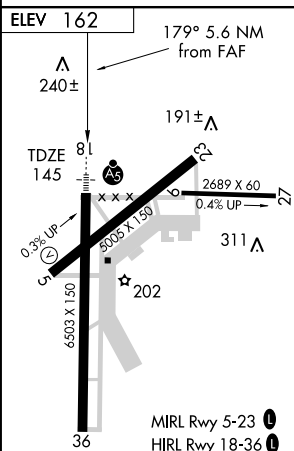
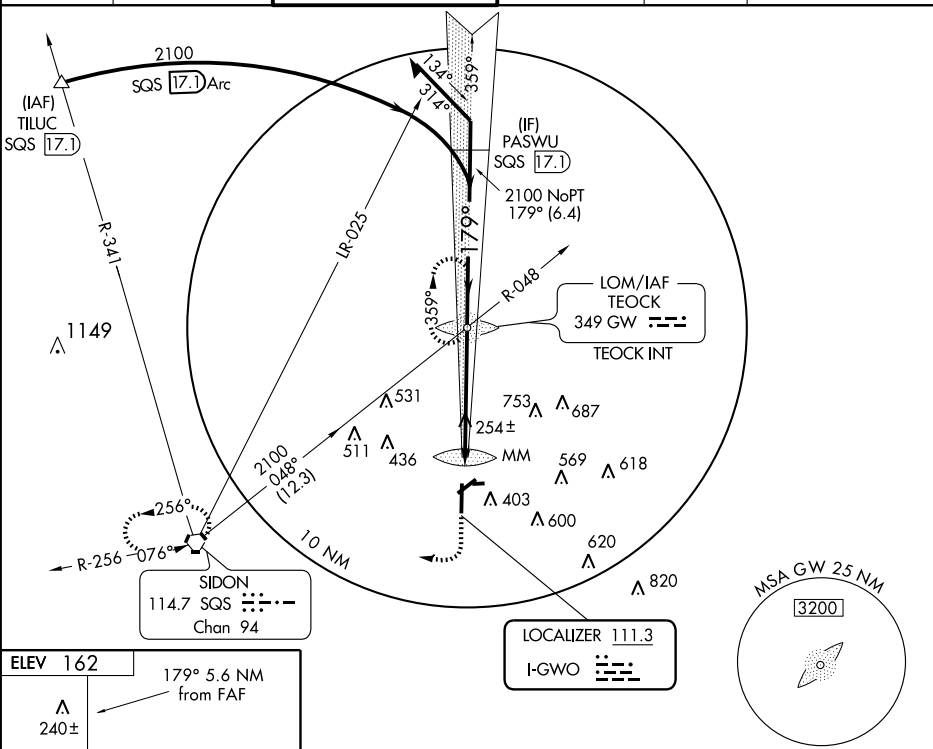


For inoperative MALSR, increase S-LOC 18  
Cats A, B, C visibility to 1 mile.

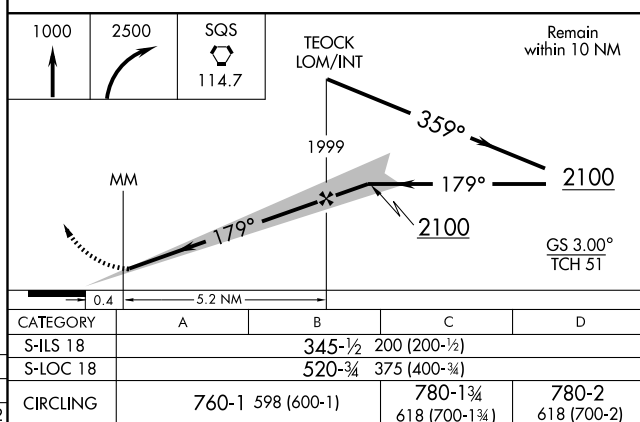


MISSED APPROACH: Climb to 1000 then climbing  
right turn to 2500 direct SQS VORTAC and hold.

ASOS <b>119.975</b>	MEMPHIS CENTER <b>132.5 259.1</b>	GREENWOOD TOWER ★ <b>118.35 (CTAF) 0 367.6</b>	GND CON <b>125.55 373.4</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



# RNAV (GPS) RWY 5

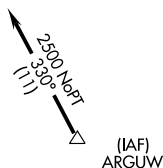
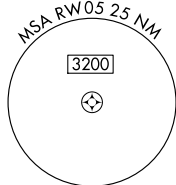
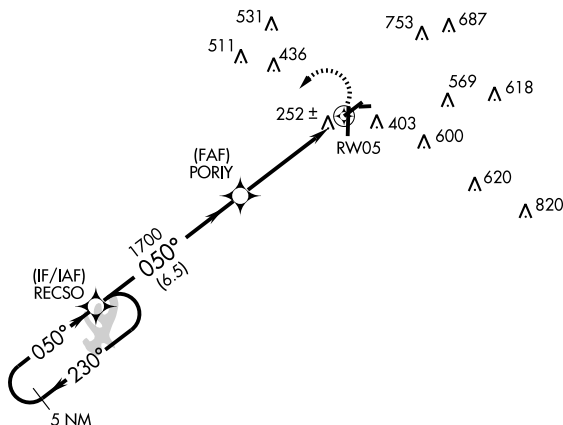
## GREENWOOD-LEFLORE (GWO)

APP CRS  
**050°**Rwy Idg **5005**  
TDZE **149**  
Apt Elev **162**

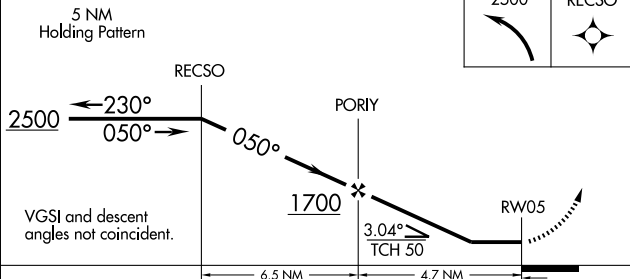
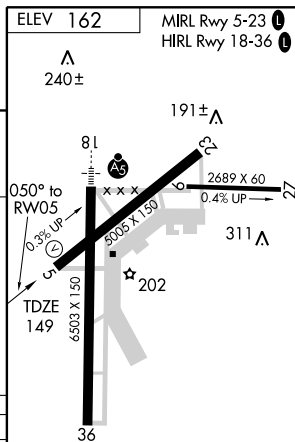
DME/DME RNP-0.3 NA.

MISSED APPROACH: Left turn to 2500 direct  
RECSO and hold.ASOS  
**119.975**MEMPHIS CENTER  
**132.5 259.1**GREENWOOD TOWER ★  
**118.35** (CTAF) **0 367.6**GND CON  
**125.55 373.4**CLNC DEL  
**125.55**UNICOM  
**122.95**

△ 1149



Procedure NA for arrivals at ARGUW via V555 southeast bound. NoPT for arrival at RECSO on V9-11 northbound.



CATEGORY	A	B	C	D
RNAV MDA	580-1 431 (500-1)	580-1½ 431 (500-1½)	580-1½ 431 (500-1½)	580-1½ 431 (500-1½)
CIRCLING	760-1 598 (600-1)	780-1¾ 618 (700-1¾)	780-2 618 (700-2)	780-2 618 (700-2)

# RNAV (GPS) RWY 18

## GREENWOOD-LEFLORE (GWO)

WAAS CH <b>50199</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE <b>145</b> Apt Elev <b>162</b>	<b>6503</b>
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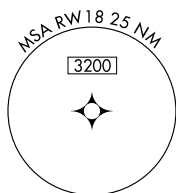
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

MALSR



MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

ASOS <b>119.975</b>	MEMPHIS CENTER <b>132.5 259.1</b>	GREENWOOD TOWER ★ <b>118.35 (CTAF) 0 367.6</b>	GND CON <b>125.55 373.4</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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(IAF) UBABY  
2100 NoPT 181° (6.4)

5 NM

359°  
179°  
(IF/IAF) PASWU

2100  
179° (6)

(FAF) EGCUP

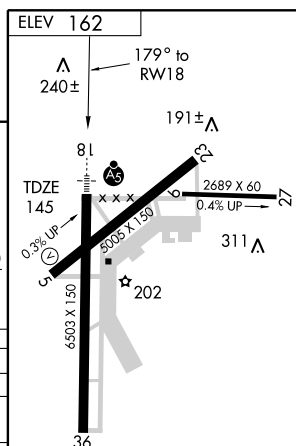
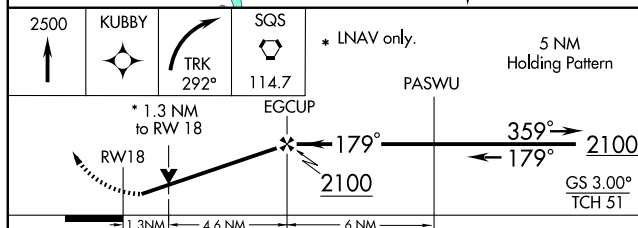
1149

5 NM  
2100  
083° (17.1)  
256°  
076°  
SIDON SQS

292° (10.3)  
KUBBY

NOTE: Procedure NA for arrivals at SQS VORTAC on airway radials 341 CW 007.

2100  
292° (32.9)  
TOMLN



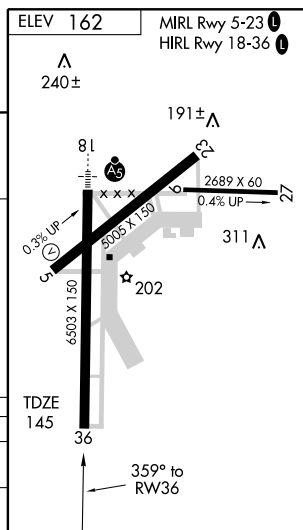
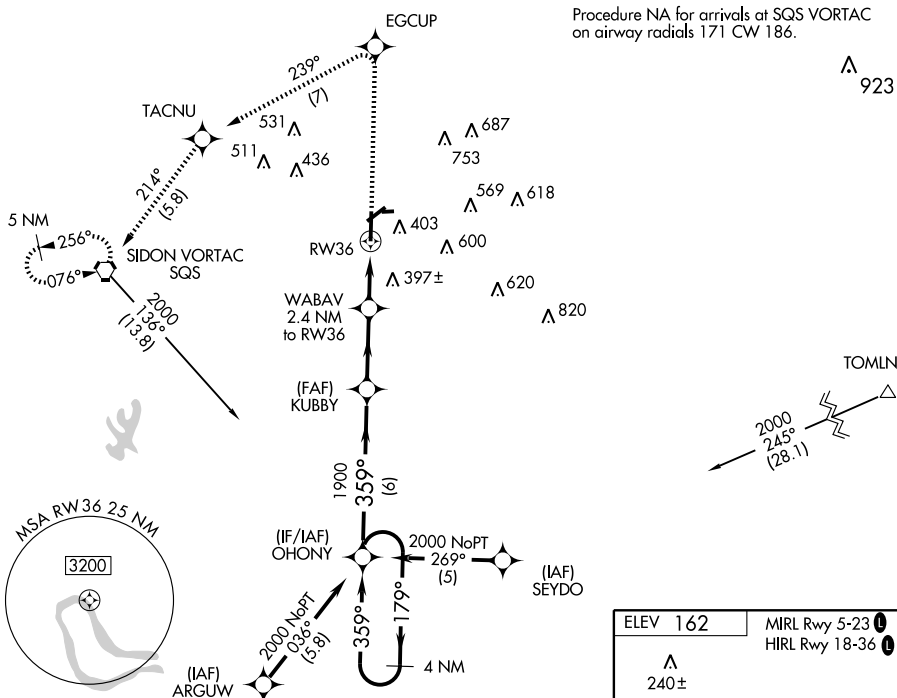
CATEGORY	A	B	C	D
LPV DA	450- $\frac{3}{4}$	305 (300- $\frac{3}{4}$ )		
LNAV/VNAV DA	515- $\frac{3}{4}$	370 (400- $\frac{3}{4}$ )		
LNAV MDA	600- $\frac{3}{4}$	455 (500- $\frac{3}{4}$ )	600-1	455 (500-1)
CIRCLING	760-1 $\frac{1}{4}$ 598 (600-1 $\frac{1}{4}$ )	780-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$ )	780-2 618 (700-2)	

MIRL Rwy 5-23 0  
HIRL Rwy 18-36 0

RNAV (GPS) RWY 36  
GREENWOOD-LEFLORE (GWO)

**MISSED APPROACH:** Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

ASOS 119,975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
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4 NM Holding Pattern

OHONY

KUBBY

WABAV  
2.4 NM to RW36

RW36

2000 ← 179°  
359° →

359°

1900

960

3.05°  
TCH 50

1.5 NM to RW36

6 NM

2.9 NM

0.9

1.5 NM

EGCUP

TRK 240°

TACNU

TRK 214°

SQS 114.7

CATEGORY	A	B	C	D
LNAV MDA	660-1 518 (600-1)		660-1½ 518 (600-1½)	660-1¾ 518 (600-1¾)
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

VORTAC SQS <b>114.7</b> Chan <b>94</b>	APP CRS <b>076°</b>	Rwy ldg TDZE Apt Elev	<b>5005</b> <b>149</b> <b>162</b>
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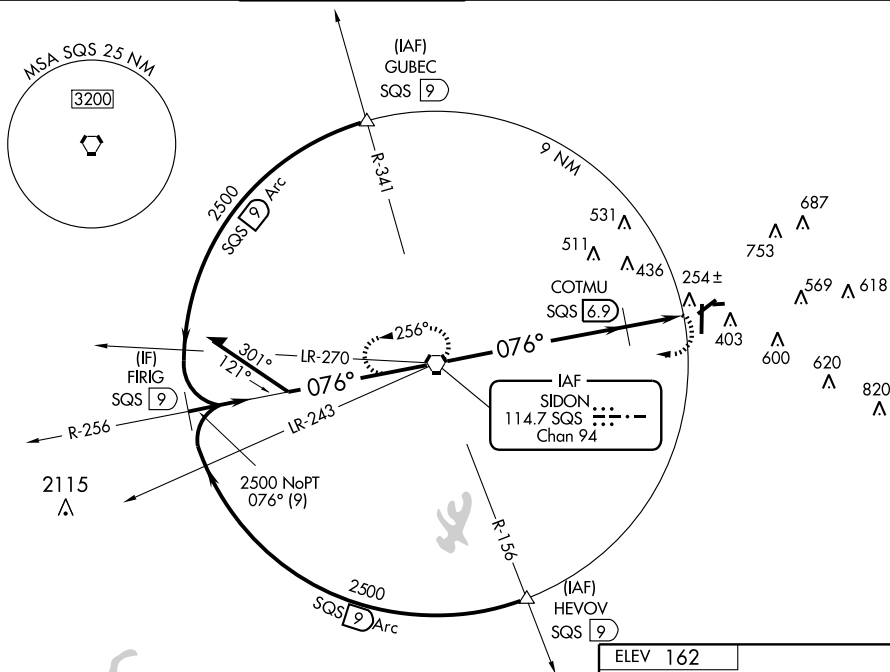
# VOR RWY 5

GREENWOOD-LEFLORE (GWO)



MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

ASOS <b>119.975</b>	MEMPHIS CENTER <b>132.5 259.1</b>	GREENWOOD TOWER* <b>118.35 (CTAF) 0 367.6</b>	GND CON <b>125.55 373.4</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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Remain within 10 NM

2600  
256°  
076°  
2500

2500  
SQS R-076  
SQS 114.7

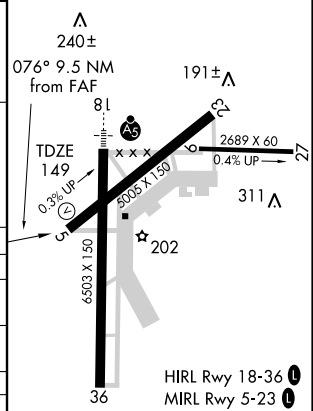
COTMU  
SQS [6.9]

820

6.9 NM 2.6 NM

CATEGORY	A	B	C	D
S-5	820-1	671 (700-1)	820-2 671 (700-2)	820-2 ¼ 671 (700-2 ¼)
CIRCLING	820-1	658 (700-1)	820-2 658 (700-2)	820-2 ¼ 658 (700-2 ¼)
COTMU FIX MINIMUMS				
S-5	600-1	451 (500-1)	600-1 ¼ 451 (500-1 ¼)	600-1 ½ 451 (500-1 ½)
CIRCLING	760-1	598 (600-1)	780-1 ¾ 618 (700-1 ¾)	780-2 618 (700-2)

ELEV 162



FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

**GREENWOOD—LEFLORE** (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'

**MEMPHIS**

162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO

H-6J, L-18G

Rwy 18-36: H6503X150 (ASPH) S-100, D-176, 2S-175, 2D-300, 2D/2D2-560 HIRL

IAP

Rwy 18: MALS. Trees.

Rwy 05-23: H5005X150 (ASPH) S-30 MRL 0.3% up NE

Rwy 05: VASI(V4L)—GA 3.0° TCH 34'.

Rwy 23: Trees.

Rwy 09-27: H2689X60 (ASPH) S-30 0.4% up E

Rwy 27: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon-Fri 1300-0100Z, Sat-Sun 1400-2300Z. Fee for fuel after hrs call 662-453-5756 or 662-299-5616 or 662-455-5530 by appointment after hrs. Rwy 05-23 CLOSED indef. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18-36. Rwy 09 and 27 rapidly rising terrain. Rwy 09-27 not controlled by twr. Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05-23 to S-42, D-60 in unusual situations. Operator using Rwy 09-27 must be familiar with Greenwood twr Letter to Airman 97-1. Rwy 09-27 no centerline. Rwy 05-23 has minor cracking and is rough and uneven. Rwy 09-27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MRL Rwy 05-23, HIRL Rwy 18-36 and MALS Rwy 18—CTAF. VASI Rwy 05 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.975 (662) 453-3304.

**COMMUNICATIONS:** CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5

TOWER 118.35 (1400-0000Z) GND CON 125.55 CLNC DEL 125.55

**AIRSPACE:** CLASS D svc 1400-0000Z other times CLASS E.

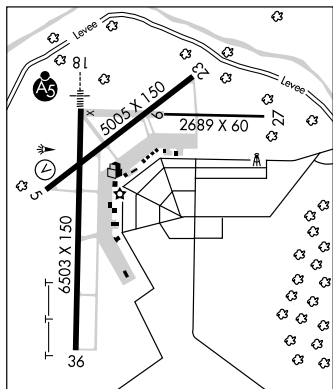
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

TEOCK NDB (LOM) 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

ILS 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

**COMM/NAV/WEATHER REMARKS:** Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.



**GRENADA MUNI** (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

**MEMPHIS**

208 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

Rwy 13-31: H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300 MRL

IAP

Rwy 13: MALS VASI(V4L)—GA 3.0° TCH 52'.

Rwy 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.

Rwy 04-22: H5000X100 (ASPH) S-60, D-200, 2S-175, 2D-300

Rwy 04: Trees. Rwy 22: Thld dsplcd 225'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat 1400-0000Z. For fuel after hrs call 662-809-1550 or 662-417-0880. Aerobatic acft 4,500' and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS between Mar-Oct annually.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (662) 227-3407.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

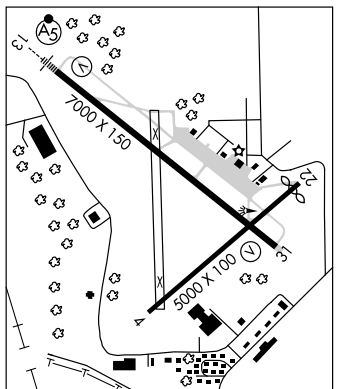
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

SCOBEY NDB (MHW) 245 SBQ N33°53.47' W89°52.47' 132°

5.2 NM to fld. Unusable byd 20 NM.

ILS/DME 110.9 I-GNF Chan 46 Rwy 13.



LOC/DME I-GNF <b>110.9</b> Chan <b>46</b>	APP CRS <b>131°</b>	Rwy Idg <b>7000</b> TDZE <b>208</b> Apt Elev <b>208</b>
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# ILS or LOC RWY 13

## GRENADA MUNI (GNF)

**▼** If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA  
**▲ NA** when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.



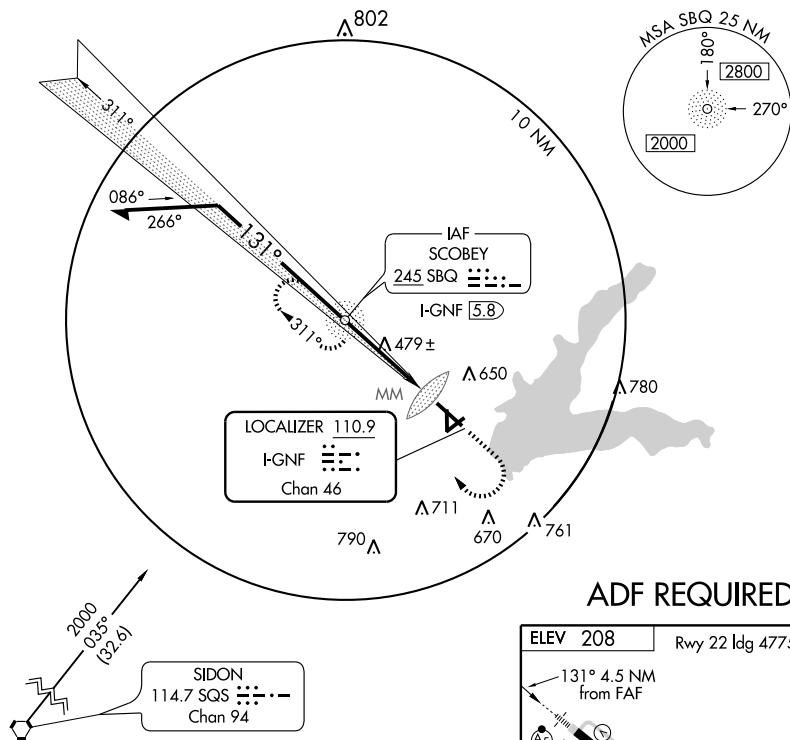
**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3  
**118.025**

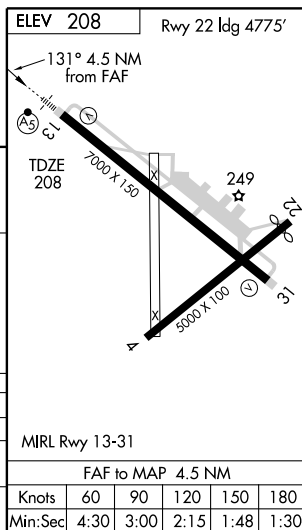
MEMPHIS CENTER  
**128.5 381.4**

GCO  
**121.72**

UNICOM  
**122.8 (CTAF)**



**ADF REQUIRED**



<p>Remain within 10 NM</p> <p>2000</p> <p>GS 3.00° TCH 55</p> <p>1700</p> <p>1694</p> <p>311°</p> <p>131°</p> <p>3 NM</p> <p>1 NM</p> <p>0.5</p>				
<p>1100</p> <p>2000</p> <p>SBQ 245</p> <p>I-GNF 2.8</p> <p>I-GNF 1.3</p> <p>MM</p>				
CATEGORY	A	B	C	D
S-ILS-13	408-½ 200 (200-½)			
S-LOC-13	740-½	532 (600-½)	740-1	740-1¼
			532 (600-1)	532 (600-1¼)
CIRCLING	1000-1	1000-1¼	1000-2¼	1000-2½
	792 (800-1)	792 (800-1¼)	792 (800-2¼)	792 (800-2½)

GRENADA, MISSISSIPPI

Amdt 1 08157

33°50' N-89°48' W

GRENADA MUNI (GNF)  
ILS or LOC RWY 13

NDB SBQ  
245

APP CRS  
131°

Rwy Idg	<b>7000</b>
TDZE	<b>208</b>
Apt Elev	<b>208</b>

NDB RWY 13  
GRENADA MUNI (GNF)



When local altimeter setting not received,  
use Greenwood altimeter setting.



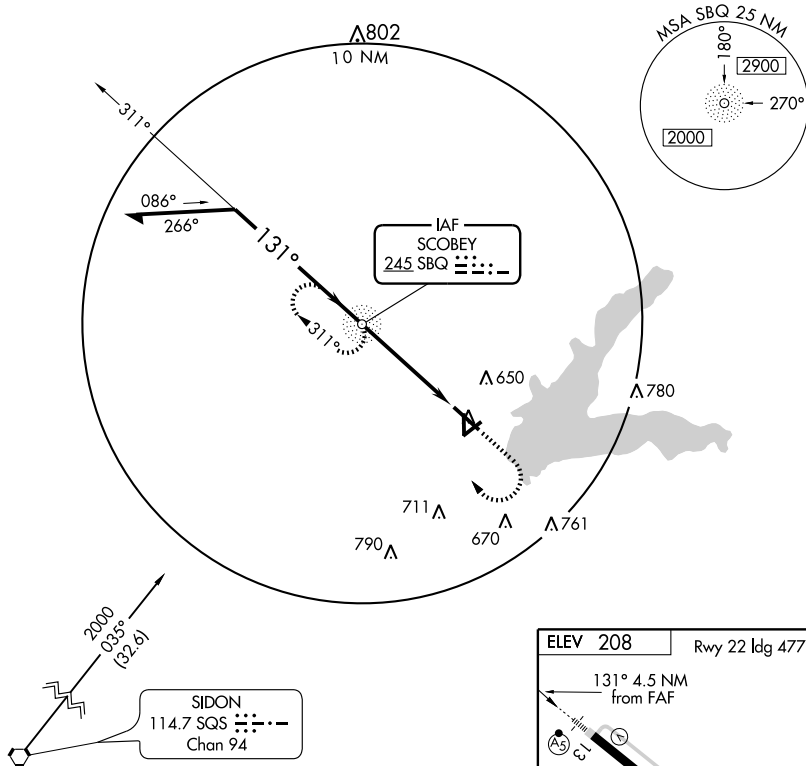
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3  
118.025

MEMPHIS CENTER  
128.5 381.4

GCO  
121.72

UNICOM  
122.8 (CTAF)



Remain  
within 10 NM

NDE

2000

13

1700

	150
--	-----

2000

SBQ

ELEV 208

Rwy 22 ldg 4775'

131° 4.5 NM  
from FAF

TDZE

208

249



MIRL Rwy 13-31

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

GRENADA, MISSISSIPPI

Amdt 1B 08157

GRENADA MUNI (GNF)

NDB RWY 13

33°50' N-89°48' W

SC-4. 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

## RNAV (GPS) RWY 4

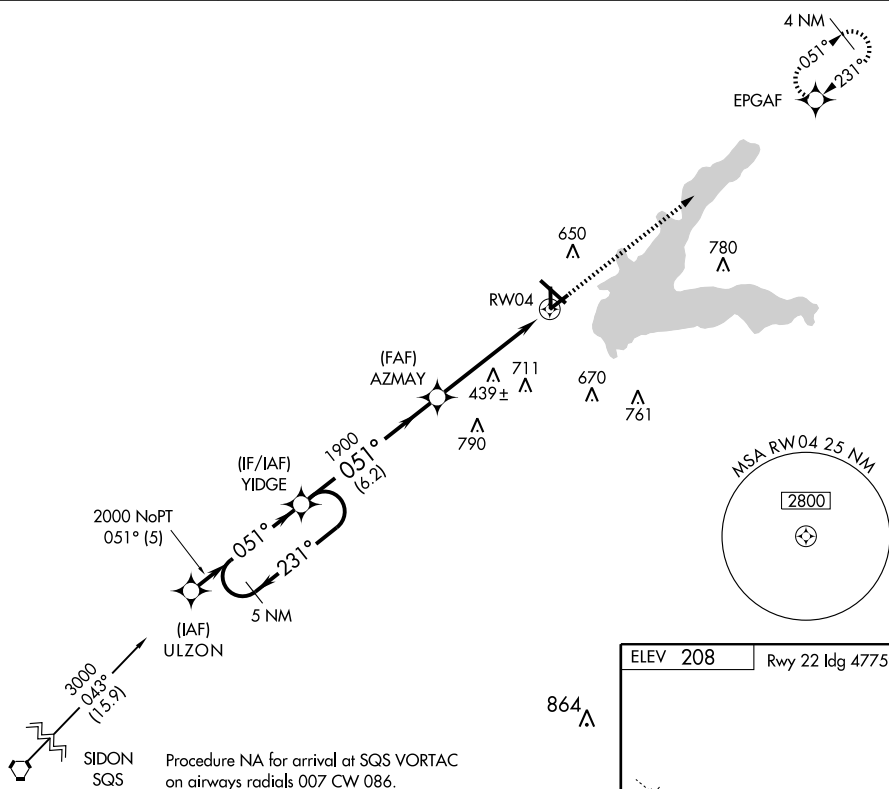
GRENADA MUNI (GNF)

APP CRS  
**051°**Rwy Idg **5000**  
TDZE **196**  
Apt Elev **208**

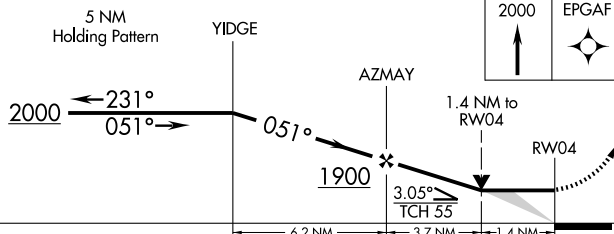
NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct EPGAF and hold.

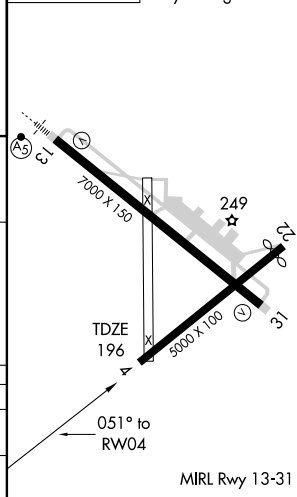
AWOS-3  
**118.025**MEMPHIS CENTER  
**128.5 381.4**GCO  
**121.72**UNICOM  
**122.8 (CTAF)**

Procedure NA for arrival at SQS VORTAC on airways radials 007 CW 086.



CATEGORY	A	B	C	D
LNNAV MDA	700-1	504 (500-1)	700-1½	504 (500-1½)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

ELEV 208 Rwy 22 Idg 4775'



# RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

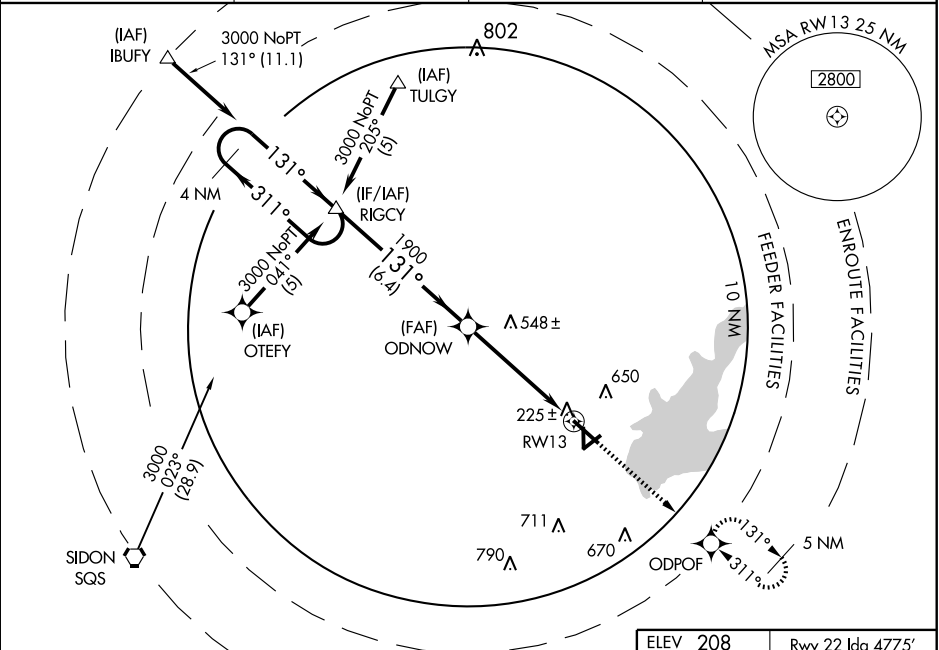
WAAS CH <b>97328</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE <b>200</b> Apt Elev <b>208</b>
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**▽** DME/DME RNP-0.3 NA. For inoperative MALS increase LPV visibility to  $\frac{3}{4}$  all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.



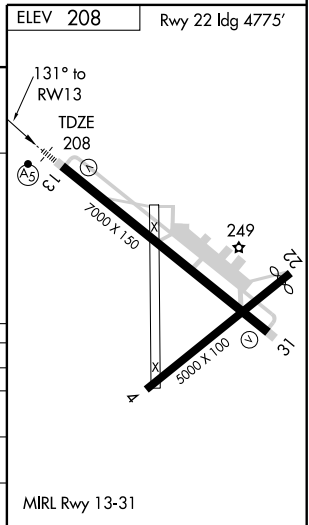
**MISSED APPROACH:**  
Climb to 2100 direct  
ODPOF and hold.

AWOS-3 <b>118.025</b>	MEMPHIS CENTER <b>128.5 381.4</b>	GCO <b>121.72</b>	UNICOM <b>122.8</b> (CTAF)
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Procedure NA for arrivals at SQS VORTAC via V9 southbound.

4 NM Holding Pattern		RIGCY		ODNOW		RWY 13	
3000		311°		131°		1900	
GS 3.00°		TCH 55		6.4 NM		3.5 NM	
CATEGORY		A		B		C	
LPV DA		458-1/2		250 (300-1/2)			
LNAV/VNAV DA		769-1/2		561 (600-1/2)			
LNAV MDA		780-1/2		572 (600-1/2)		780-1	
						572 (600-1)	
						780-1 1/4	
						572 (600-1 1/4)	
CIRCLING		1000-2		792 (800-2)		1000-2 1/4	
						792 (800-2 1/4)	
						1000-2 1/2	
						792 (800-2 1/2)	



## RNAV (GPS) RWY 22

GRENADA MUNI (GNF)

APP CRS  
**231°**Rwy Idg **4775**  
TDZE **201**  
Apt Elev **208**

**▽** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct YIDGE and hold.

AWOS-3  
**118.025**MEMPHIS CENTER  
**128.5 381.4**GCO  
**121.72**UNICOM  
**122.8** (CTAF)

△ TULGY  
3000  
096°  
(13.1)

(IAF)  
OTIXY

4 NM

051°

231°

(IF/IAF)  
EPGAF2000 NoPT  
(5)

321°

(IAF)  
ESOPY(FAF)  
RELOF1900  
231°  
(6.2)650  
△

RW22

△ 780

△ 711

△ 670

△ 761

△ 790

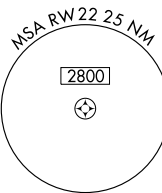
YIDGE



5 NM

Procedure NA for arrivals at NEEON via V278 eastbound.

NEEON

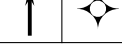
912  
△

ELEV 208

Rwy 22 Idg 4775'

2000

YIDGE

4 NM  
Holding Pattern

EPGAF

RELOF

1.8 NM to RW22

RW22

1900

≤ 3.04°  
TCH 55

1.8

3.3 NM

6.2 NM

CATEGORY	A	B	C	D
LNVA MDA	840-1	639 (700-1)	840-1¾ 639 (700-1¾)	840-2 639 (700-2)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

MIRL Rwy 13-31

## RNAV (GPS) RWY 31

GRENADA MUNI (GNF)

WAAS CH <b>40029</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>202</b> <b>208</b>
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**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

**▲** NA

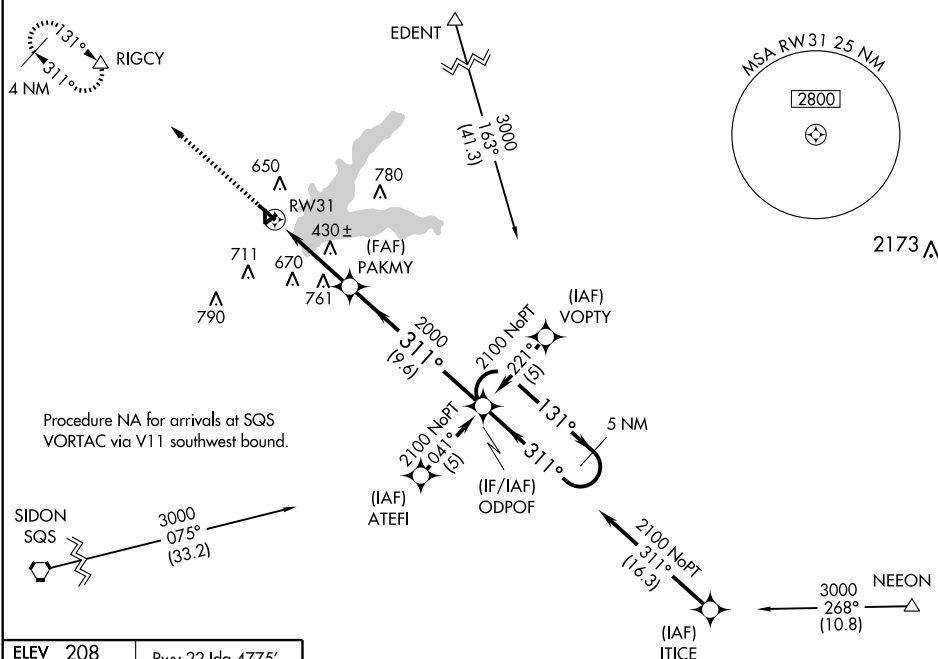
**MISSED APPROACH:** Climb to 3000 direct RIGCY and hold.

AWOS-3  
**118.025**

MEMPHIS CENTER  
**128.5 381.4**

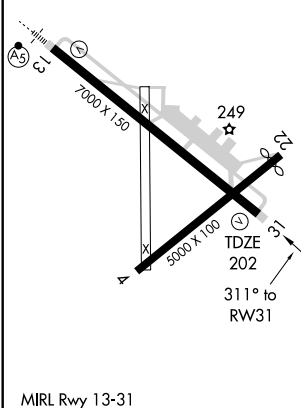
GCO  
**121.72**

UNICOM  
**122.8** (CTAF)



ELEV 208

Rwy 22 Idg 4775'



3000	RIGCY ▲	*RNAV only.	PAKMY	ODPOF	5 NM Holding Pattern
		*2.4 NM to RW31			
		2.4 NM	3 NM	9.6 NM	
CATEGORY	A	B	C	D	
LPV DA	452-3/4	250 (300-3/4)			
RNAV/VNAV DA	698-1 3/4	496 (500-1 3/4)			
RNAV MDA	1020-1 818 (900-1)	1020-1 1/4 818 (900-1 1/4)	1020-2 1/2 818 (900-2 1/2)	1020-2 3/4 818 (900-2 3/4)	
CIRCLING	1020-1 3/4 812 (900-1 3/4)		1020-2 1/2 812 (900-2 1/2)	1020-2 3/4 812 (900-2 3/4)	

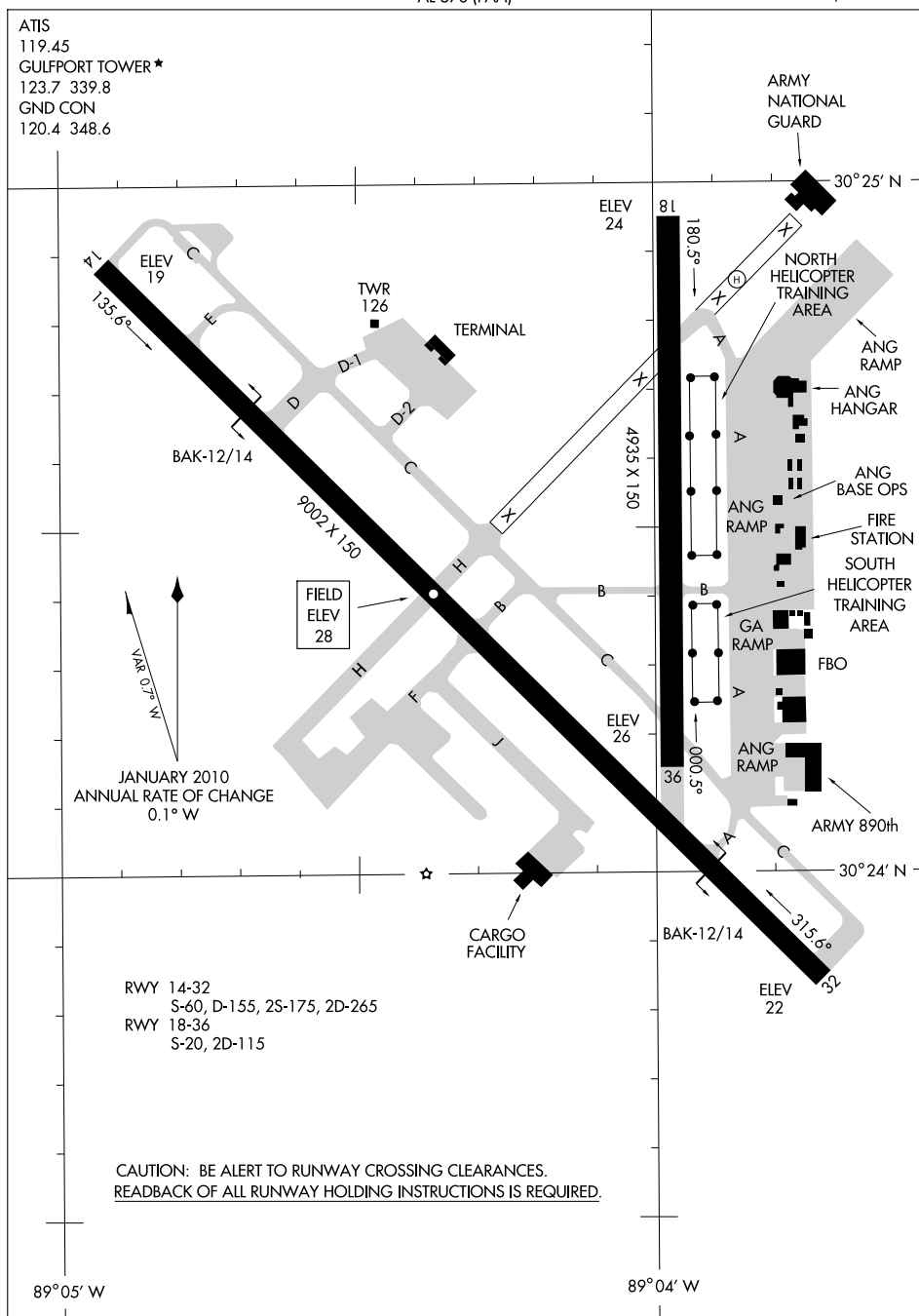
## AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)  
GULFPORT, MISSISSIPPI

ATIS  
119.45  
GULFPORT TOWER\*  
123.7 339.8  
GND CON  
120.4 348.6

SC-4, 26 AUG 2010 to 23 SEP 2010



SC-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

GULFPORT, MISSISSIPPI  
GULFPORT-BILOXI INTL (GPT)

**GULFPORT-BILOXI INTL** (GPT) 3 NE UTC-6(-5DT) N30°24.44' W89°04.21'

NEW ORLEANS

28 B S4 FUEL 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index B H-7E, 8F, L-21C, 22G, GOMC IAP, AD

NOTAM FILE GPT  
RWY 14-32: H9002X150 (ASPH-CONC) S-60, D-155, 2S-175, 2D-265 HIRL

RWY 14: MALSR. PAPI(P4R)—GA 3.0° TCH 60' Trees.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 47'. Tower.

RWY 18-36: H4935X150 (ASPH-GRVD) S-20, 2D-115 MIRL

RWY 18: PAPI(P4R)—GA 3.0° TCH 47'. Tree.

RWY 36: VASI(V4L)—GA 3.0° TCH 34'. Trees.

#### ARRESTING GEAR/SYSTEMS

RWY 14 ←BAK-14 BAK-12B (B) (1800')

BAK-14 BAK-12B (B) (1300') →RWY 32

**AIRPORT REMARKS:** Attended 1200-0500Z†. After hrs svc call

228-864-2576. 150' AGL crane 4600' N of Rwy 18 thld.

Numerous low flying fish spotter acft opr near shoreline between

Pascagoula and Gulfport SR-SS. Maverick pad apron area on N

end of Twy C restricted to military acft use only. TPA—jets

1528(1500) conventional 1228(1200) light single-engine

828(800). Arresting gear avbl during ANG ops with 30 min prior

notice. Acft over 115,000 lbs are restricted from 180° turns on

asph portion of Rwy 18-36. Acft with wingspan greater than 223'

are restricted from opr on Twy C between Twy A and AER 32. Civil acft with wingspan of 132' or greater and all

air carrier acft must be escorted along Twy A north of Twy C by gnd handling agent. Military acft or acft

supporting mil mission with wingspan of 132' or greater must have escort or coordinate taxi procedures with gnd

handling agent prior to taxiing on Twy A. Acft opr as scheduled or charter passenger svc shall not taxi on Twy A

north of Twy B intersection without escort from gnd handling agent or arpt authority. Twy F clsd indef. Acft over

155,000 lbs are restricted from using the N part of Twy A at Rwy 18-36. Acft over 316,000 lbs are restricted

from using the S part of Twy A between Twy C and Rwy 14-32. Due to apron activity acft with wingspan greater

than 170' should be alert on Twy A between Twy C and Twy B. Rwy 14 and Rwy 32 touchdown, runway visual

range avbl. When twr clsd ACTIVATE HIRL Rwy 14-32, PAPI Rwy 18, VASI Rwy 36, MALSR Rwy 14 and MALSR

Rwy 32—CTAF. MIRL Rwy 18-36 not avbl when twr clsd. PAPI Rwy 14 and VASI Rwy 32 opr continuously. Flight

Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (228) 867-9937. HIWAS 109.0 GPT. LAWRS.

**COMMUNICATIONS:** CTAF 123.7 ATIS 119.45 UNICOM 122.95

RCO 122.1R 109.0T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z†)

TOWER 123.7 (1200-0500Z†) GND CON 120.4

**AIRSPACE:** CLASS D svc 1200-0500Z† other times CLASS G.

TRSA svc ctc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

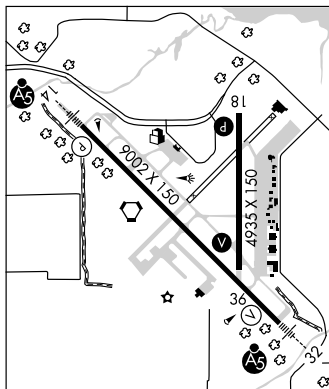
(L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' at fld. 23/02E. HIWAS.

BAYOU NDB (LOM) 360 GP N30°29.13' W89°09.73' 132° 6.7 NM to fld.

ILS 110.9 I-GPT Rwy 14. LOM BAYOU NDB. ILS unmonitored when twr closed.

ILS 108.3 I-UXI Rwy 32. Class IA. Unmonitored when twr clsd.

ASR (1200-0500Z†)



**G. V. MONTGOMERY** (See FOREST)

**HANCO** N30°27.06' W89°27.32' NOTAM FILE HSA.

NDB (MHW/LOM) 221 HS 179° 5 NM to Stennis Intl.

NEW ORLEANS

L-21B, 22G, GOMC

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (See NATCHEZ)

LOC I-GPT <b>110.9</b>	APCH CRS <b>133°</b>	Rwy Idg <b>9002</b> TDZE <b>27</b> Arpt Elev <b>28</b>
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JAL-576 [USAF]

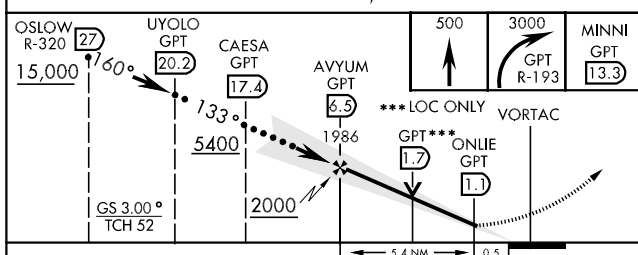
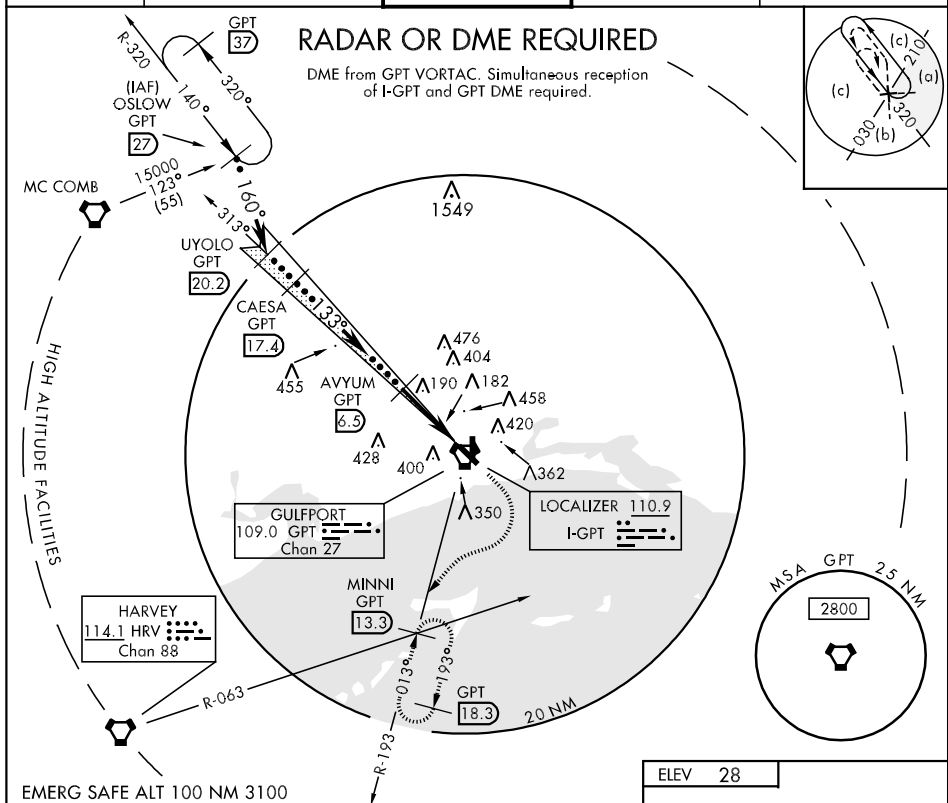
GULFPORT-BILOXI INTL (KGPT)

- ▼ \* When ALS inop, increase CAT CDE vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C vis to 1 mile,  
 CAT DE vis to  $1\frac{1}{4}$  miles.

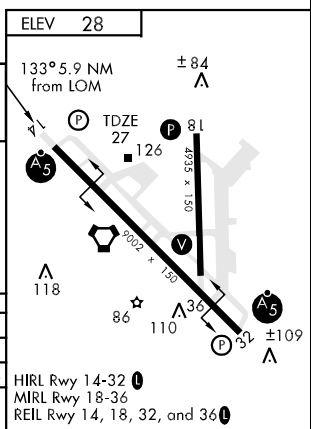


MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS ★ <b>119.45</b>	GULFPORT APP CON 130°-309° <b>124.6 354.1</b> 310°-129° <b>127.5 254.25</b>	GULFPORT TOWER★ <b>123.7</b> CTAF <b>0 339.8</b>	GND CON <b>120.4 348.6</b>	ASR
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CATEGORY	C	D	E
S-ILS 14 *	227/24	200	(200- $\frac{1}{2}$ )
S-LOC 14 **	440/40 413	(500- $\frac{3}{4}$ )	440/50 413 (500-1)
CIRCLING	660-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$ )	660-2 632 (700-2)	820-2 $\frac{3}{4}$ 792 (800-2 $\frac{3}{4}$ )



GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Amdt 6 09295

LOC I-UXI <b>108.3</b>	APCH CRS <b>313°</b>	Rwy ldg TDZE Arpt Elev <b>9002</b> <b>28</b> <b>28</b>
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JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

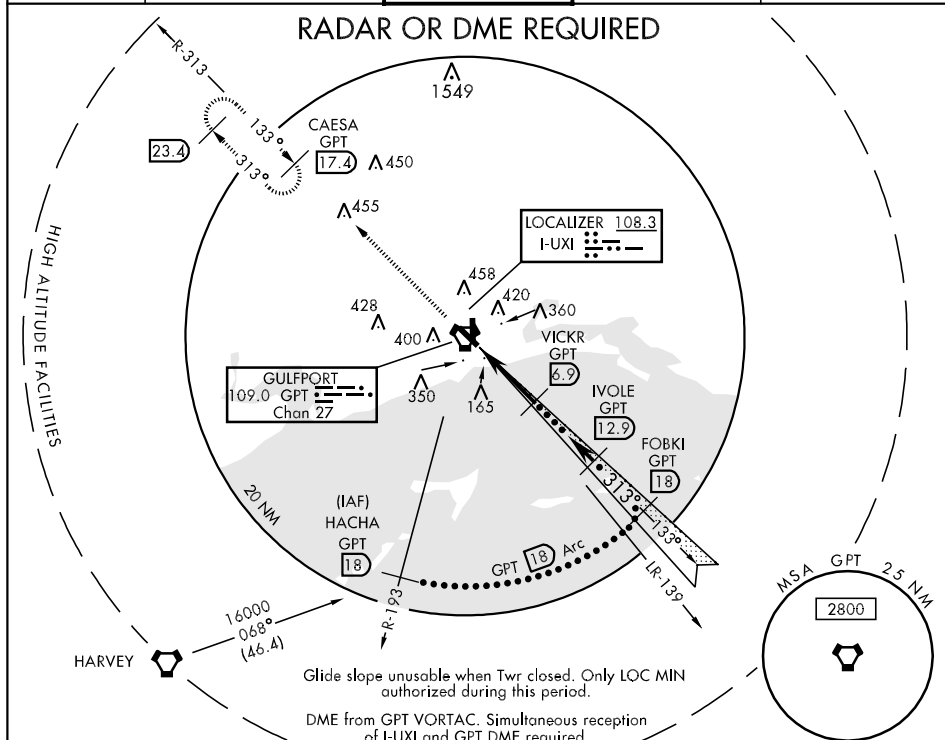
▼ \* When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.



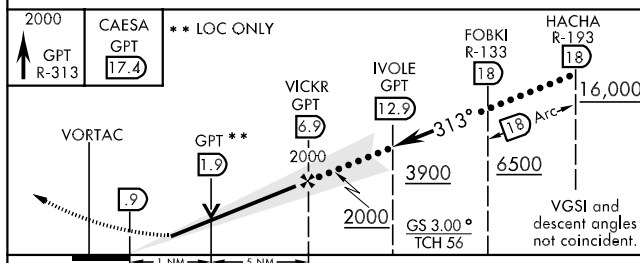
MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

ATIS ★ <b>119.45</b>	GULFPORT APP CON 130°-309° <b>124.6 354.1</b> 310°-129° <b>127.5 254.25</b>	GULFPORT TOWER★ <b>123.7</b> CTAF <b>0 339.8</b>	GND CON <b>120.4 348.6</b>	ASR
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## RADAR OR DME REQUIRED



EMERG SAFE ALT 100 NM 3100



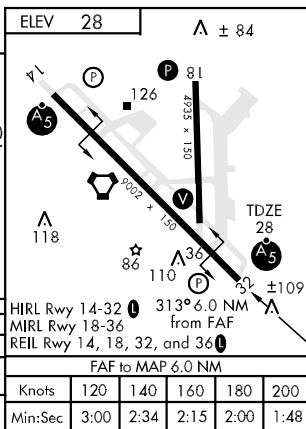
CATEGORY	C	D	E
S-ILS 32	228/40	200	(200-34)
S-LOC 32 *	380/40	352	(400-34)
CIRCLING	660-134 632 (700-134)	660-2 632 (700-2)	820-234 792 (800-234)

GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Orig 09295



HIRL Rwy 14-32	313° 6.0 NM from FAF
MIRL Rwy 18-36	from FAF
REIL Rwy 14, 18, 32, and 36	
FAF to MAP 6.0 NM	
Knots	120 140 160 180 200
Min:Sec	3:00 2:34 2:15 2:00 1:48

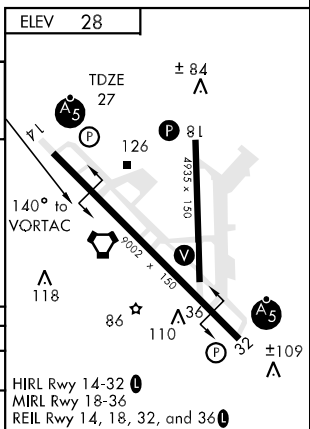
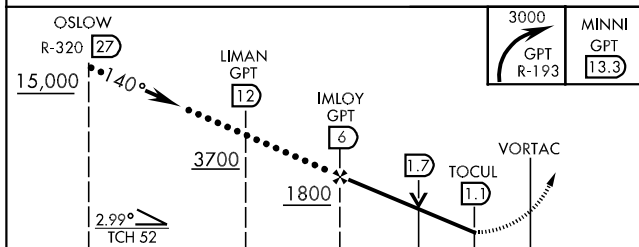
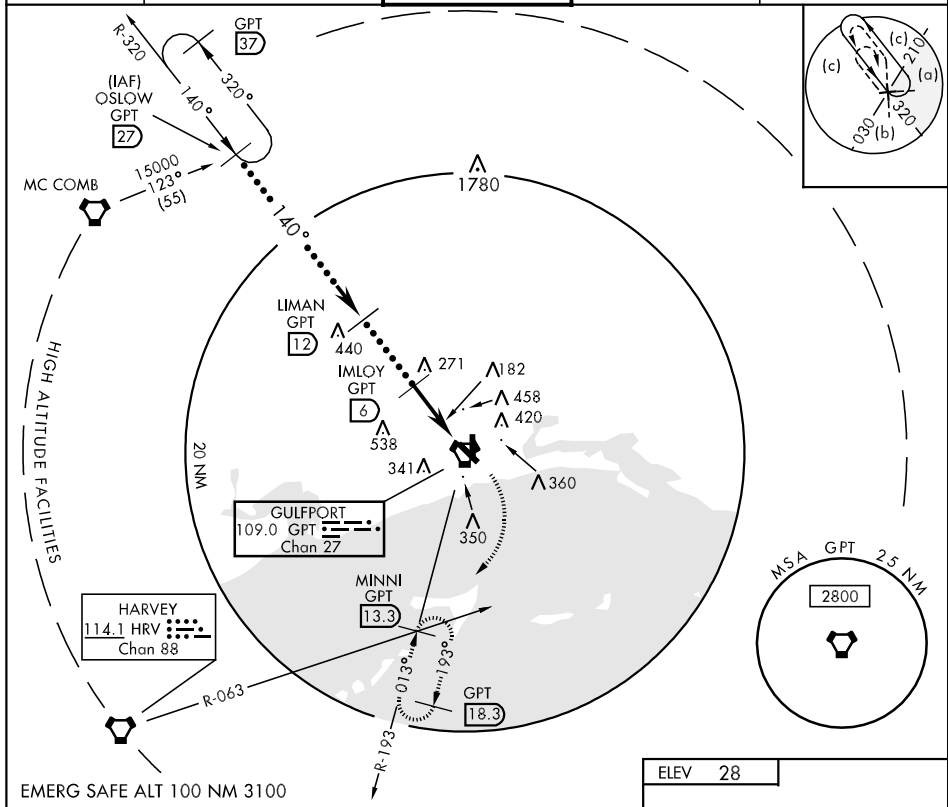
HI-TACAN RWY 14



GULFPORT-BILOXI INTL (KGPT)

MALSR  
A5

**MISSED APPROACH:** Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS ★ 119.45	GULFPORT APP CON 130°-309° 124.6 354.1 310°-129° 127.5 254.25	GULFPORT TOWER★ 123.7 CTAF 0 339.8	GND CON 120.4 348.6	ASR
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			0.5	
CATEGORY	C	D	E	
S-14 *	440/40 413 (500-3 $\frac{1}{4}$ )	440/50      413	(500-1)	
CIRCLING	660-2 $\frac{1}{4}$ 632 (700-1 $\frac{3}{4}$ )	660-2 632 (700-2)	820-2 $\frac{3}{4}$ 792 (800-2 $\frac{3}{4}$ )	

GULFPORT-BILOXI INTL (KGPT)

HI-TACAN RWY 14

GULFPORT, MISSISSIPPI

HI-TACAN RWY 32

VORTAC GPT <b>109.0</b> Chan <b>27</b>	APCH CRS <b>307°</b>	Rwy Idg <b>9002</b> TDZE <b>28</b> Arpt Elev <b>28</b>
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JAL-576 [USAF]

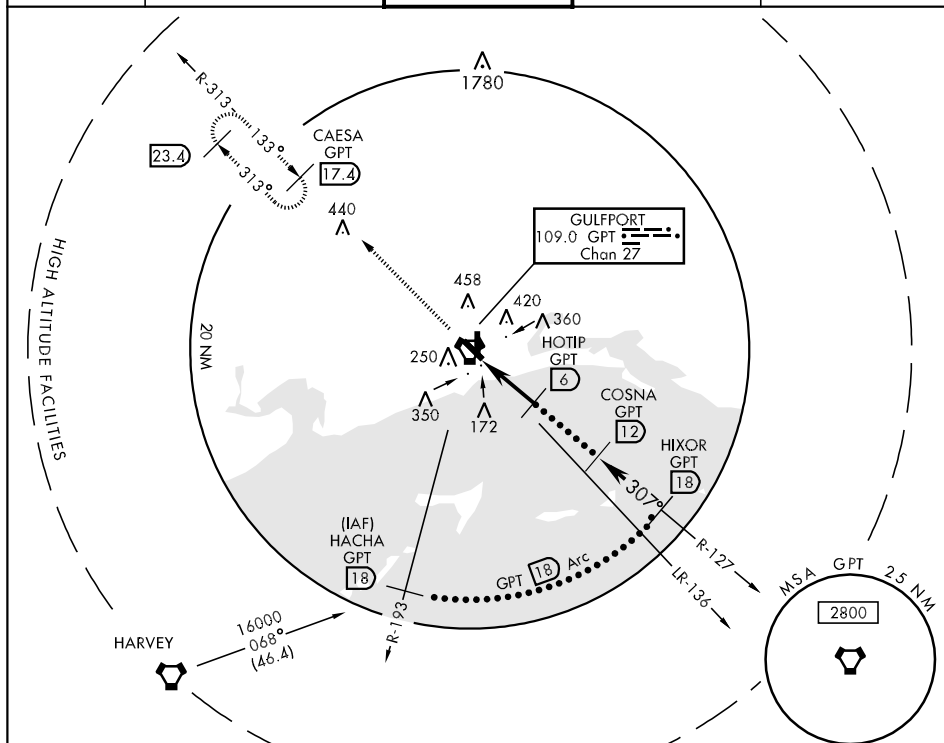
GULFPORT-BILOXI INTL (KGPT)

**V** \* When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

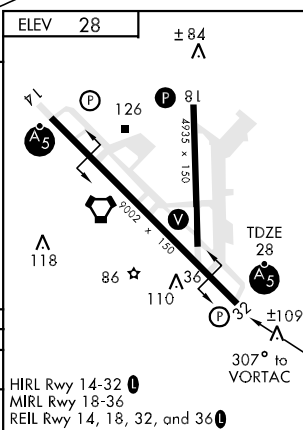
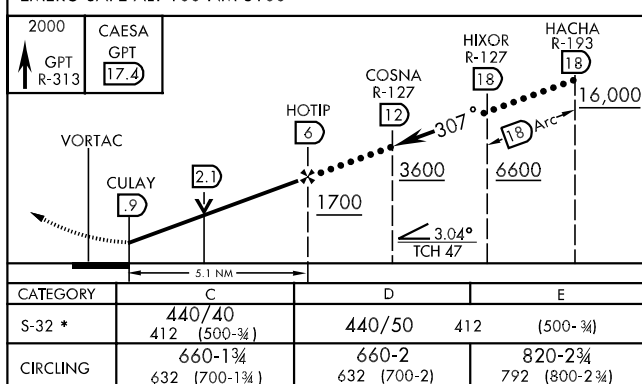


MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

ATIS ★ <b>119.45</b>	GULFPORT APP CON 130°-309° <b>124.6 354.1</b> 310°-129° <b>127.5 254.25</b>	GULFPORT TOWER★ <b>123.7</b> CTAF <b>0 339.8</b>	GND CON <b>120.4 348.6</b>	ASR
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EMERG SAFE ALT 100 NM 3100



GULFPORT, MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INTL (KGPT)

Amdt 5 09295

HI-TACAN RWY 32

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

LOC I-UXI <b><u>108.3</u></b>	APP CRS <b>313°</b>	Rwy Idg <b>9002</b> TDZE <b>28</b> Apt Elev <b>28</b>
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ILS or LOC/DME RWY 32  
GULFPORT-BILOXI INTL (GPT)

**T** Inoperative table does not apply to MALSR S-ILS 32. For inoperative  
**A** MALSR increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and  
 ASR Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception  
 of I-UXI and GPT DME Required.

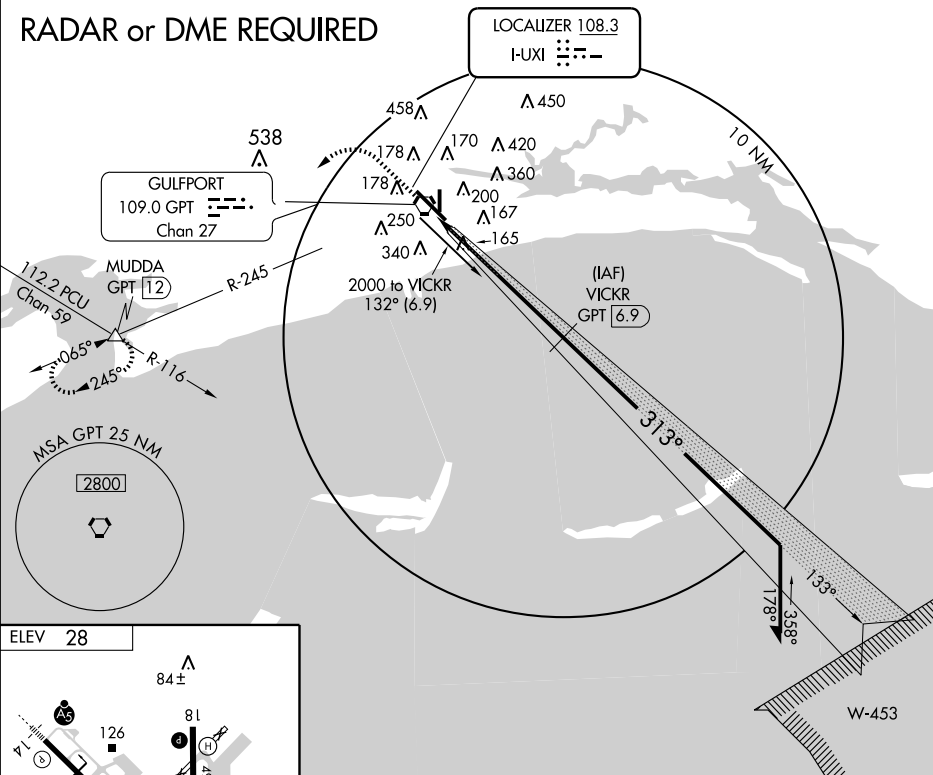
MALSR



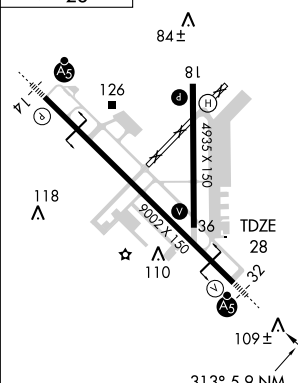
**MISSED APPROACH:** Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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## RADAR or DME REQUIRED



ELEV	28
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MIRL Rwy 18-36  
HIRL Rwy 14-32

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

GULFPORT, MISSISSIPPI

Amdt 4A 10098

500  
↑

2000  
↖

GPT  
R-245

MUDDA  
△

VICKR  
GPT (6.9)

VGS and ILS glidepath not coincident.

Remain within 15 NM

133°

313°

2000

GS 3.00°  
TCH 56

Glide slope unusable when tower not in operation. Only localizer minimums authorized during this period.

CATEGORY	A	B	C	D	E
S-ILS 32		228/40	200 (200-¾)		
S-LOC 32		380/40	352 (400-¾)		
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¼ 632 (700-1¼)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

GULFPORT-BILOXI INTL (GPT)

30°24'N-89°04'W

ILS or LOC/DME RWY 32

**SC-4, 26 AUG 2010 to 23 SEP 2010**

SC-4. 26 AUG 2010 to 23 SEP 2010

LOC I-GPT <b><u>110.9</u></b>	APP CRS <b>133°</b>	Rwy Idg <b>9002</b> TDZE <b>27</b> Apt Elev <b>28</b>
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## ILS or LOC RWY 14

GULFPORT-BILOXI INTL (GPT)

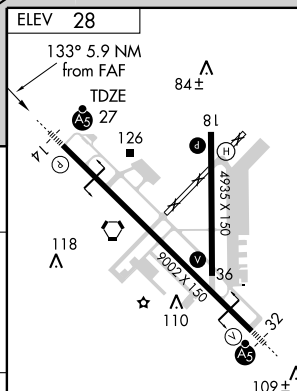
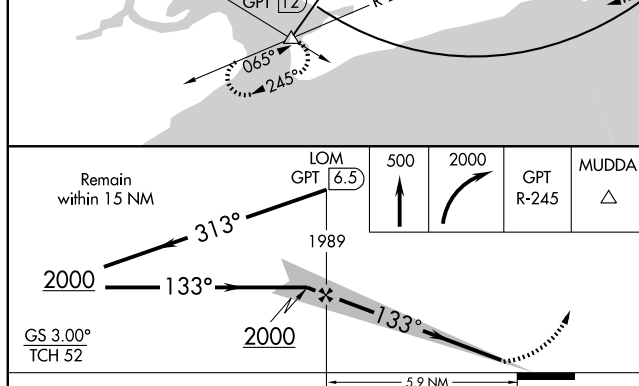
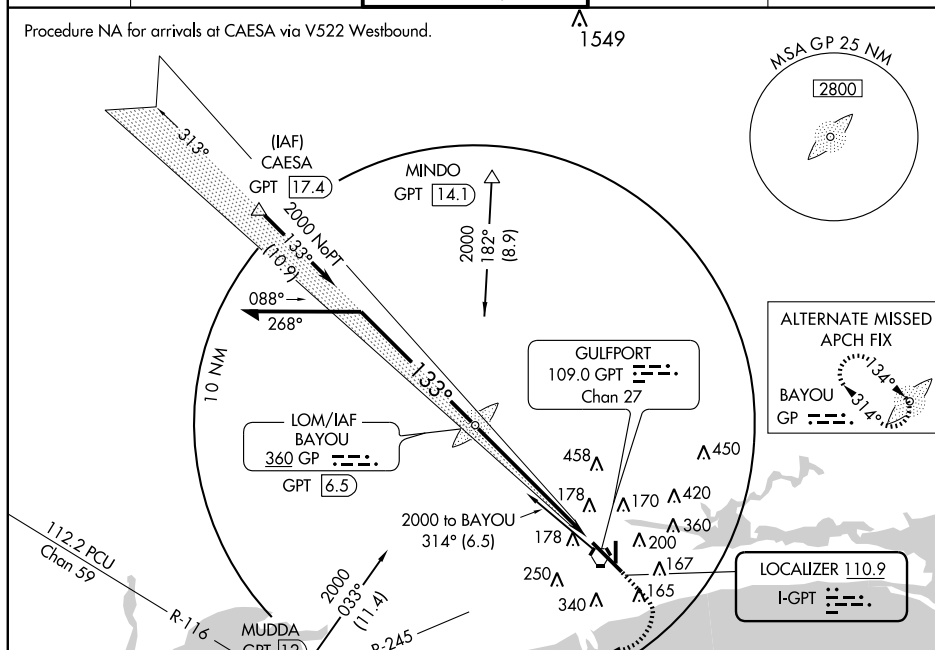
**T** For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000  
**A** and S-LOC 14 Cat E visibility to 1½ mile. \*RVR 1800 authorized  
 ASD with the use of FD or AP or HUD to DA.

MALSR

**MISSED APPROACH:** Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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### Procedure NA for arrivals at CAESA via V522 Westbound.



CATEGORY	A	B	C	D	E
S-ILS 14	* 227/24		200 (200-½)		
S-LOC 14	440/24	413 (500-½)	440/40	413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

MIRL Rwy 18-36					
HIRL Rwy 14-32 <b>(1)</b>					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

GULFPORT, MISSISSIPPI

Amdt 14A 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

ILS or LOC RWY 14

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>97301</b> <b>W14A</b>	APP CRS <b>133°</b>	Rwy Idg <b>9002</b> TDZE <b>27</b> Apt Elev <b>28</b>
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# RNAV (GPS) RWY 14

GULFPORT-BILOXI INTL (GPT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase Circling Cat C and D visibility ¼ mile.

▲ For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR



MISSED APPROACH:  
Climb to 2000 direct  
IVOLE and hold.

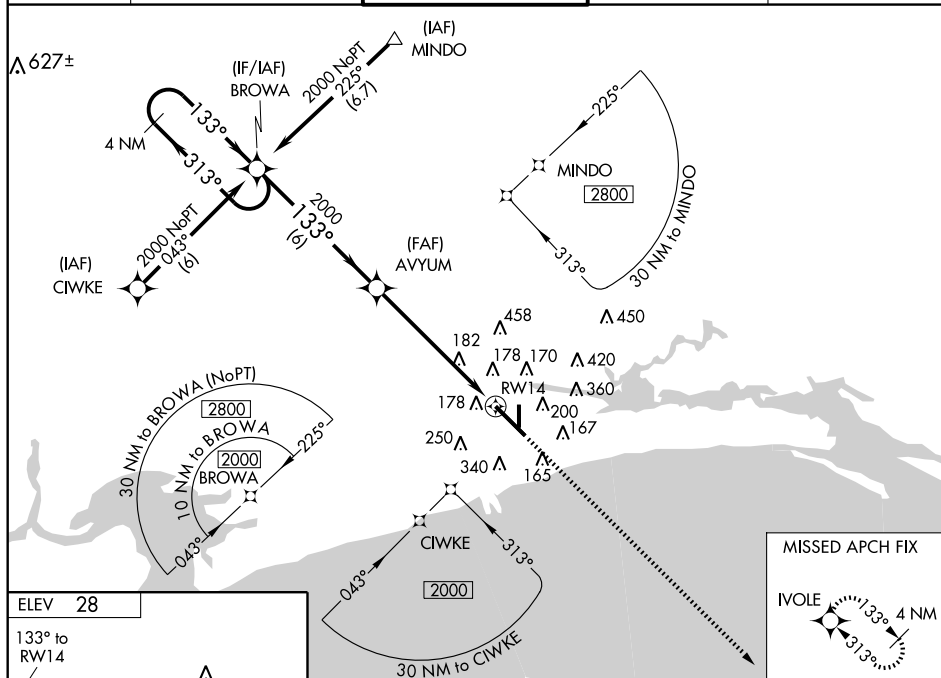
ATIS  
**119.45**

GULFPORT APP CON ★  
**124.6 254.25**

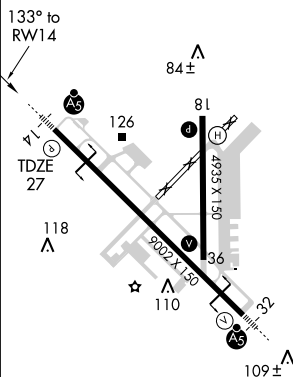
GULFPORT TOWER ★  
**123.7 (CTAF) 0 339.8**

GND CON  
**120.4 348.6**

UNICOM  
**122.95**



ELEV 28



MIRL Rwy 18-36  
HIRL Rwy 14-32

GULFPORT, MISSISSIPPI

Amdt 1 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)  
**RNAV (GPS) RWY 14**

4 NM VGSI and RNAV glidepath not coincident.				
Holding Pattern				
<p>2000 ← 313° 133° → 2000</p> <p>GS 3.00° TCH 52</p> <p>6 NM 4.9 NM 1.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA	227/24		200 (200-½)	
LNAV/VNAV DA	464/50		437 (500-1)	
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

## RNAV (GPS) RWY 18

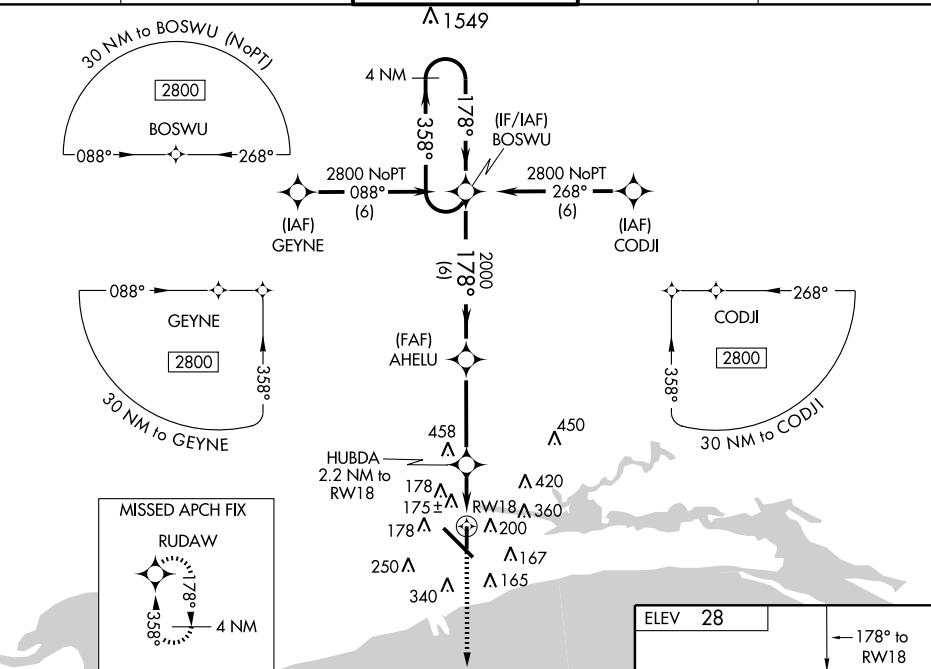
GULFPORT-BILOXI INTL (GPT)

WAAS CH <b>69512</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Ldg TDZE <b>27</b> Apt Elev <b>28</b>
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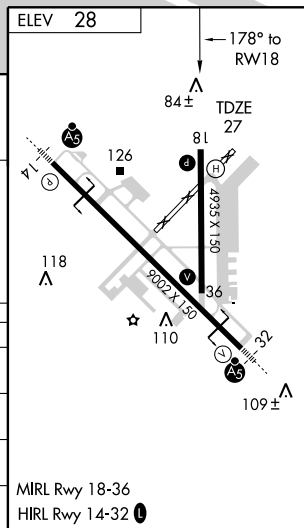
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern BOSWU				
2800 ← 358° → 178° → 2000				
GS 3.00° TCH 47				
AHELU HUBDA 2.2 NM to RW18 *1.4 NM to RW18 RW18				
*760				
6 NM 3.8 NM 0.8 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	306-1 279 (300-1)			
LNAV/VNAV DA	464-1½ 437 (500-1½)			
LNAV MDA	500-1	473 (500-1)	500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)



WAAS CH <b>56207</b> <b>W32A</b>	APP CRS <b>313°</b>	Rwy Idg <b>9002</b> TDZE <b>28</b> Apt Elev <b>28</b>
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# RNAV (GPS) RWY 32

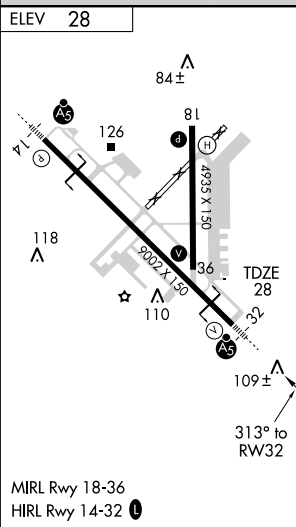
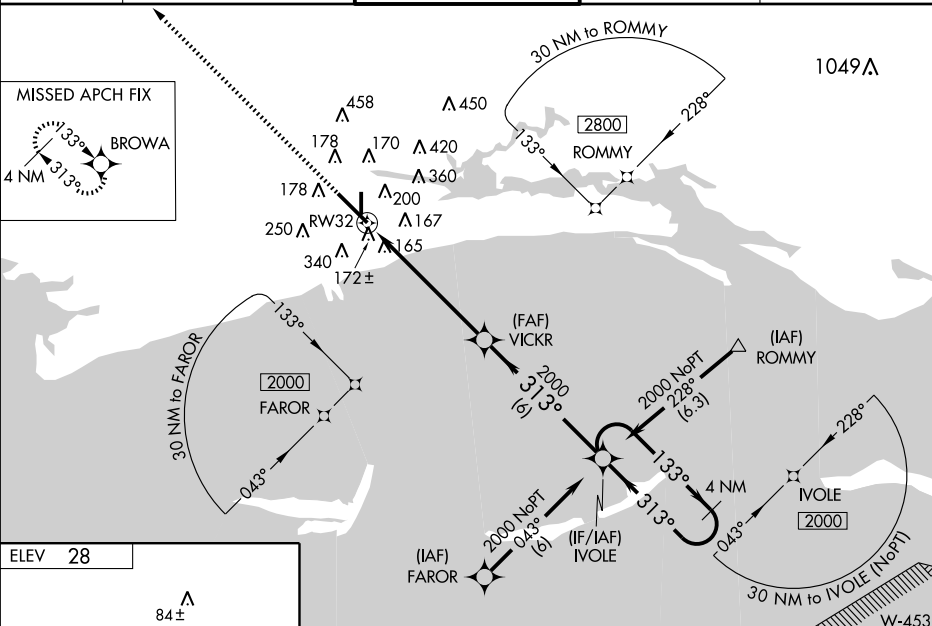
GULFPORT-BILOXI INTL (GPT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase Circling visibility Cat C to 2 and Cat D to 2½ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.



MISSED APPROACH:  
Climb to 2000 direct  
BROWA and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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GULFPORT, MISSISSIPPI

Amdt 1 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

# RNAV (GPS) RWY 32

2000	BROWA	VGSI and RNAV glidepath not coincident.			
↑	✧				
*LNAV only.		* 1.2 NM to RW32			
		RW32			
		VICKR			
		IVOLE			
		4 NM Holding Pattern			
		2000			
		GS 3.00° TCH 56			
		1.2 NM 4.7 NM 6 NM			
CATEGORY	A	B	C	D	
LPV DA	228/40		200 (200-¾)		
LNAV/VNAV DA	525/60		497 (500-1¼)		
LNAV MDA	460/40		432 (500-¾)		460/50 432 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¼)	660-2 632 (700-2)	

## RNAV (GPS) RWY 36

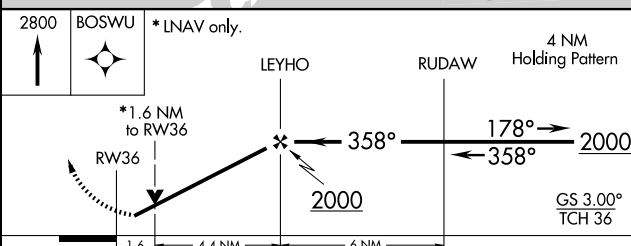
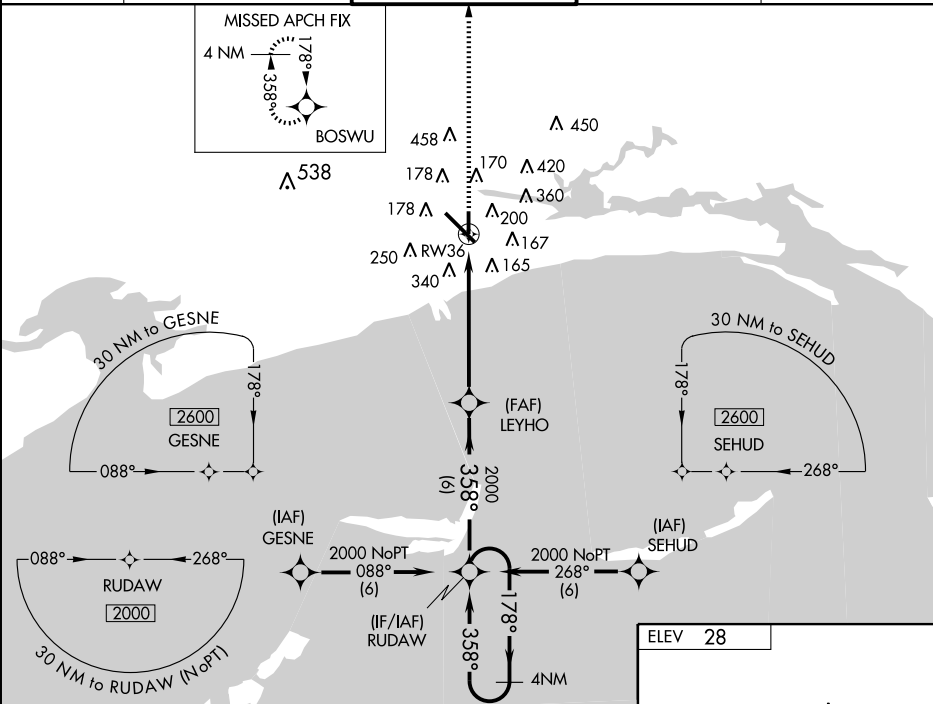
GULFPORT-BILOXI INTL (GPT)

WAAS CH <b>42812</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg <b>4935</b> TDZE <b>28</b> Apt Elev <b>28</b>
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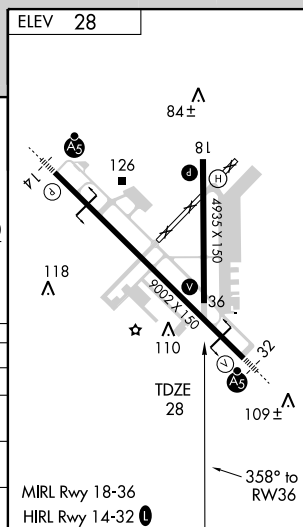
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile.  
 ASR VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH:  
Climb to 2800 direct  
BOSWU and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	328-1	300 (300-1)		
LNAV/VNAV DA	660-2 1/4	632 (700-2 1/4)		
LNAV MDA	580-1 552 (600-1)	580-1 1/2 552 (600-1 1/2)	580-1 3/4 552 (600-1 3/4)	
CIRCLING	580-1 552 (600-1)	640-1 3/4 612 (700-1 3/4)	660-2 632 (700-2)	



VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>140°</b>	Rwy Idg <b>9002</b> TDZE <b>27</b> Apt Elev <b>28</b>
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VOR/DME or TACAN RWY 14  
GULFPORT-BILOXI INTL (GPT)

**T**  
**A**  
ASR

For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

MALSR

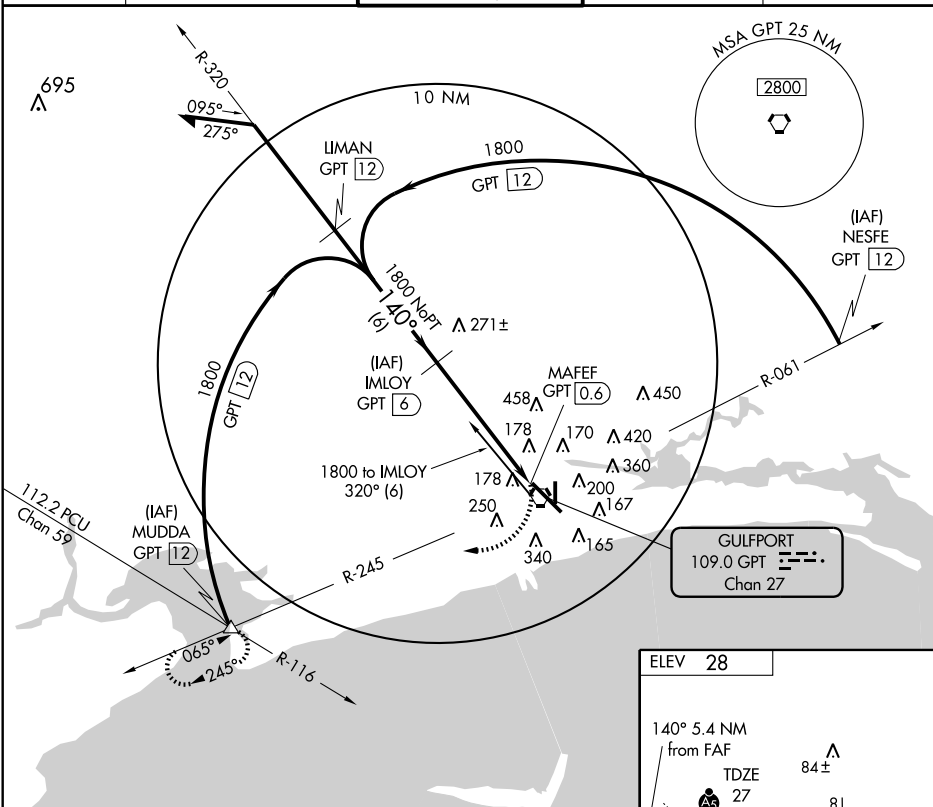
**MISSED APPROACH:** Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS  
**119.45**

GULFPORT APP CON ★  
124.6 254.25

GULFPORT TOWER★  
123.7 (CTAF) **L** 339.8

GND CON  
**120.4 348.6**

UNICOM  
122.95

Remain  
within 15 NM

IML  
GPT

200

GPT

AUDE

GPT  
17

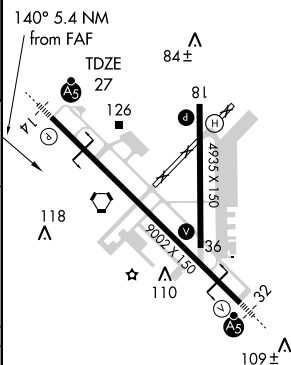
REF  
PT

2.99

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CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-½)	440/40 413 (500-¾)	440/50	413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2)

ELEV 28



MIRL Rwy 18-36  
HIRL Rwy 14-32 **L**

GULFPORT, MISSISSIPPI  
Amdt 3A 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

VOR/DME or TACAN RWY 14

VORTAC GPT  
109.0  
Chan 27

APP CRS  
307°

Rwy Idg  
TDZE  
Apt Elev

9002  
28  
28

# VOR/DME or TACAN RWY 32

GULFPORT-BILOXI INTL (GPT)

For inoperative MALS increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

ASR

MALS

AS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

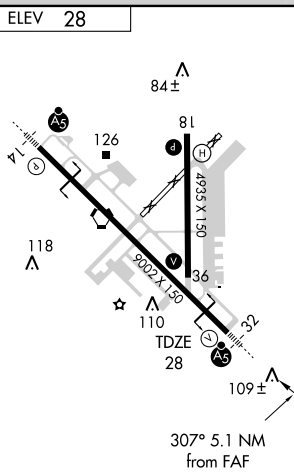
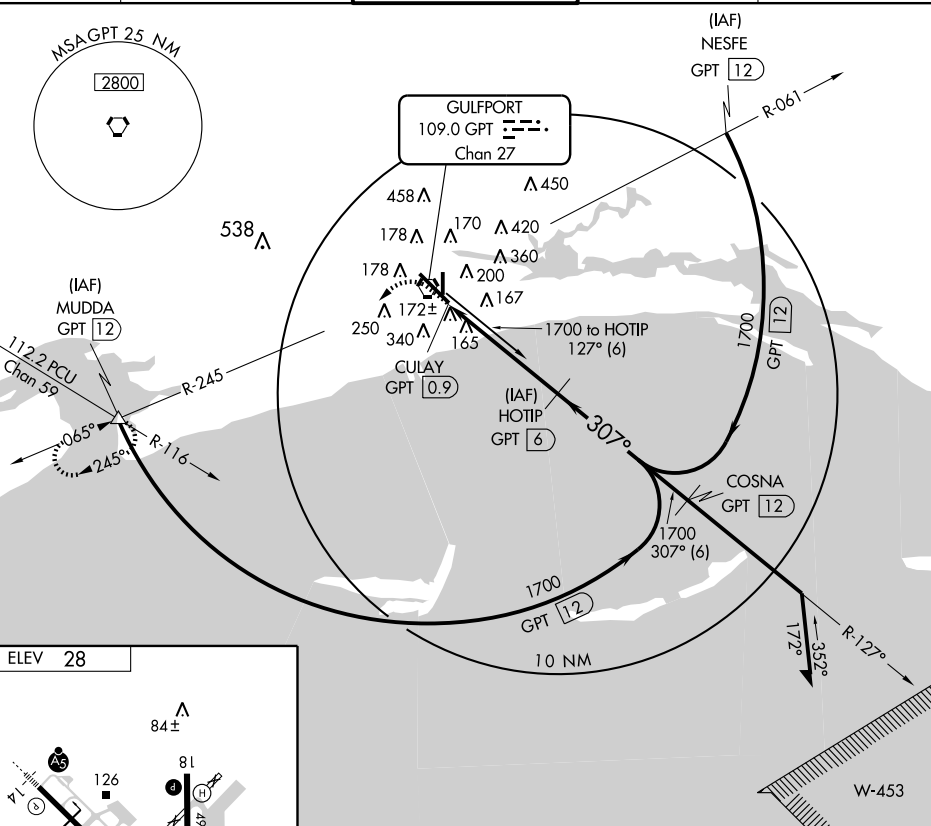
ATIS  
119.45

GULFPORT APP CON ★  
124.6 254.25

GULFPORT TOWER ★  
123.7 (CTAF) 0 339.8

GND CON  
120.4 348.6

UNICOM  
122.95



MRL Rwy 18-36  
HIRL Rwy 14-32

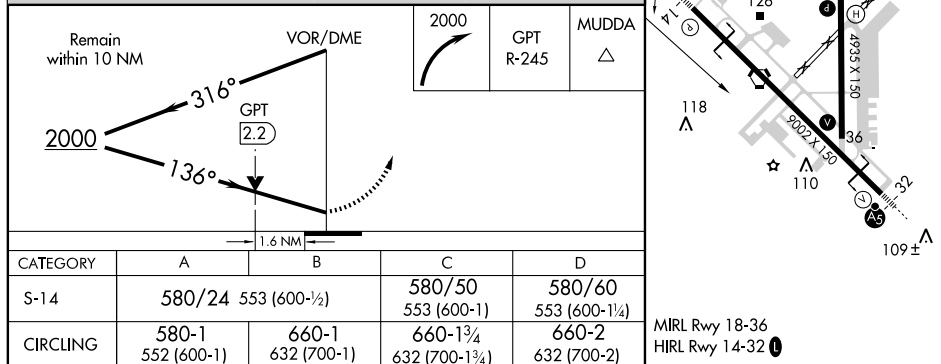
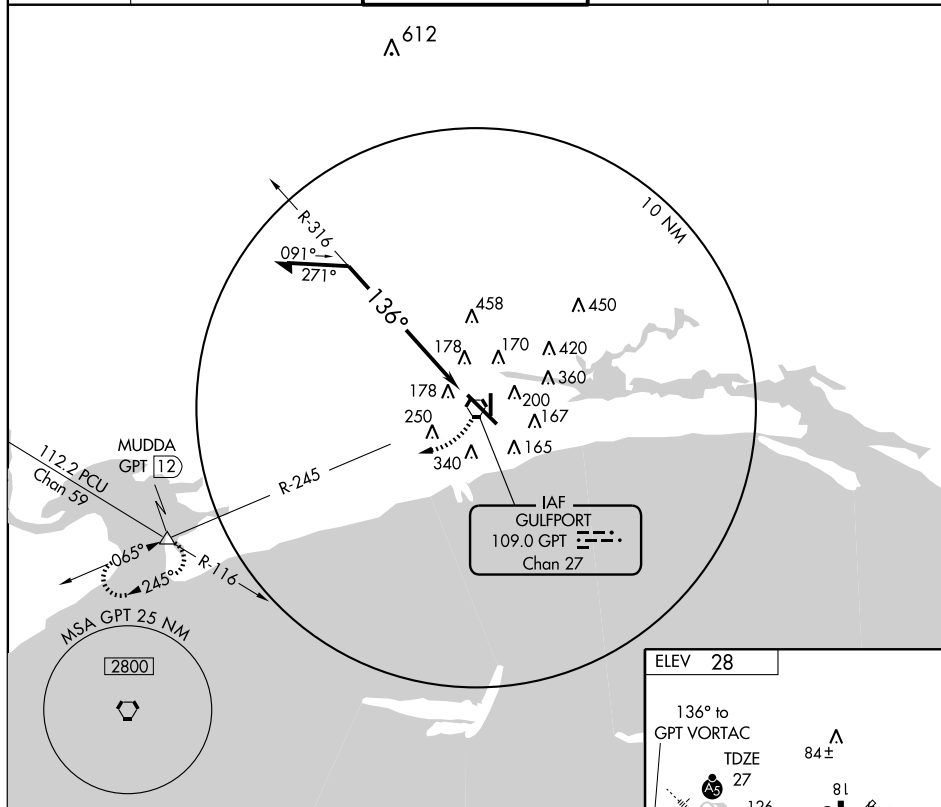
600	2000	GPT R-245	MUDDA	HOTIP GPT 6	Remain within 15 NM
		CULAY GPT 0.9	GPT 2.1		
		307°	1700	127°	1700
		1.2	3.9 NM		
CATEGORY	A	B	C	D	E
S-32	440/40	412 (500-¾)		440/50	412 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>136°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>27</b> <b>28</b>
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# VOR RWY 14

## GULFPORT-BILOXI INTL (GPT)

<b>V</b> ASR		MALSR 	MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.	
ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7</b> (CTAF) <b>0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>



VORTAC GPT <b>109.0</b> Chan <b>27</b>	APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>28</b> <b>28</b>
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# VOR RWY 32

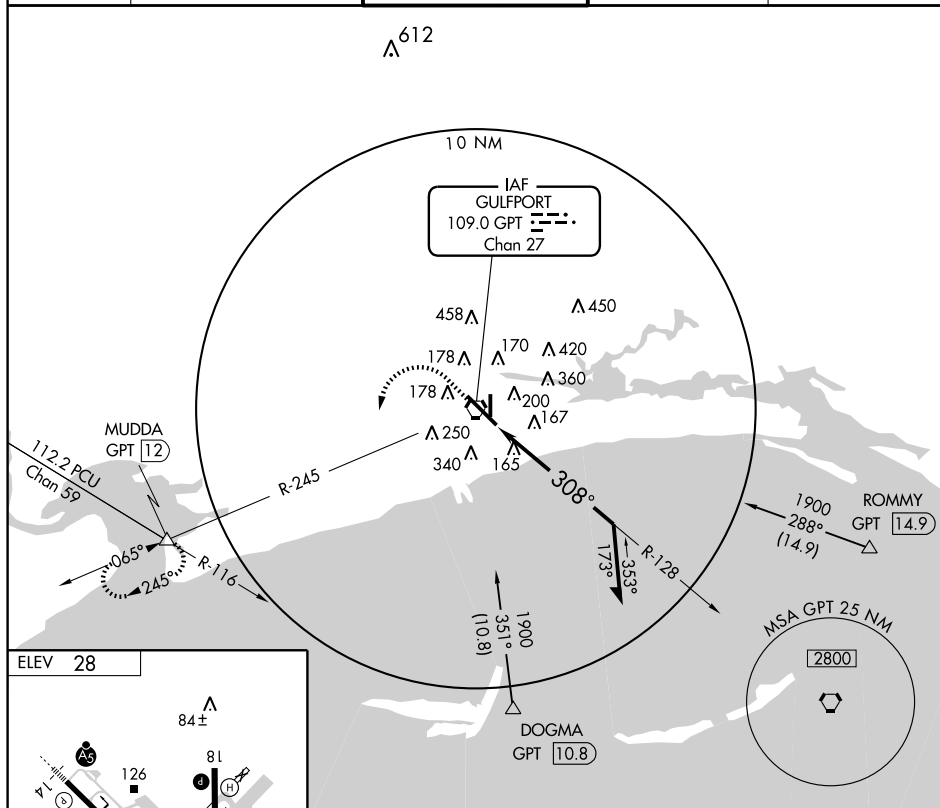
## GULFPORT-BILOXI INTL (GPT)

**V** For inoperative MALS R increase S-32 Cats A and B visibility to RVR 5000.

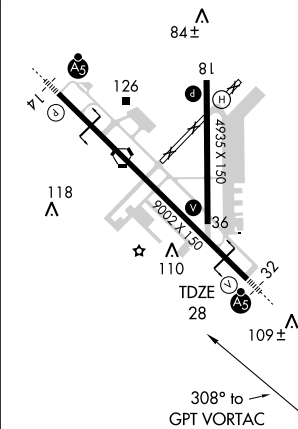


MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>124.6 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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ELEV 28



MRL Rwy 18-36  
HIRL Rwy 14-32

2000	GPT R-245	MUDDA	VOR/DME	Remain within 10 NM
			GPT 2.2	128°
				308°
			1.3 NM	1900
CATEGORY	A	B	C	D
S-32	480/40	452 (500-3/4)		480/50 452 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1 3/4 632 (700-1 3/4)	660-2 632 (700-2)

**HATTIESBURG****HATTIESBURG BOBBY L CHAIN MUNI**

(HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17'

NEW ORLEANS

151 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE HBG

H-6J, L-21C, 22G

RWY 13-31: H6094X150 (ASPH-GRVD) S-48, D-68, 2S-114, 2D-145 HIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 996'.

Trees.

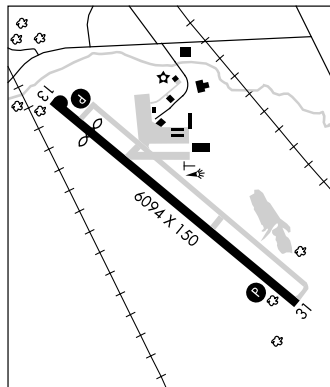
RWY 31: PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended daltg hours. Fuel 24 hr credit card svc  
avbl. ACTIVATE HIRL Rwy 13-31; PAPI Rws 13 and 31 and REIL  
Rwy 13—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.425 (601) 544-2185.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 150° 10.2 NM to fld. 290/05E.

**HATTIESBURG-LAUREL RGNL**

(PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22'

NEW ORLEANS

298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB

H-6J, L-22G

RWY 18-36: H6501X150 (ASPH-GRVD) S-125, D-225, 2S-175, 2D-275 HIRL

IAP

RWY 18: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 60'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 59'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 36: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

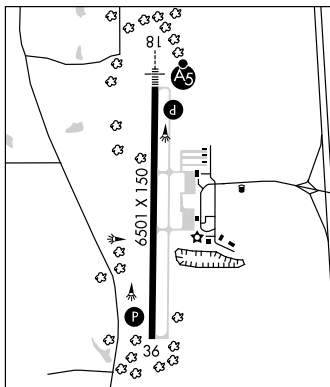
**AIRPORT REMARKS:** Attended 1100-0500Z±. CLOSED to air carrier ops  
with more than 30 passenger seats except 24 hr PPR, call arpt  
manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to  
increase ints and ACTIVATE PAPI Rws 18 and 36, MALSR Rwy 18  
and REILS Rws 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (601) 584-6701. LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 123.0**HOUSTON CENTER APP/DEP CON** 126.8**AIRSPACE:** CLASS E svc 1200-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 356° 2.9 NM to fld. 290/05E.

ILS 109.5 I-PIB Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD**

(See JACKSON)

**HERNANDO VILLAGE AIRPARK, INC**

(H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22'

MEMPHIS

242 FUEL 100LL NOTAM FILE GWO

Not insp.

RWY 14-32: 3340X65 (TURF) S-12 LIRL

RWY 14: Trees.

RWY 32: Tower.

**AIRPORT REMARKS:** Attended daltg hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HESLER-NOBLE FLD**

(See LAUREL)

**HOLLANDALE MUNI**

(14M) 2 NE UTC-6(-5DT) N33°10.96' W90°49.84'

MEMPHIS

114 B NOTAM FILE GWO

L-18F

RWY 08-26: H3000X50 (ASPH) S-21 MIRL

**AIRPORT REMARKS:** Unattended. Wildlife on and in/ov arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr  
2300-0400Z±; after 0400Z± ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.9 NM to fld. 130/04E.

(LBY1.LBY) 09183


SL-853 (FAA)

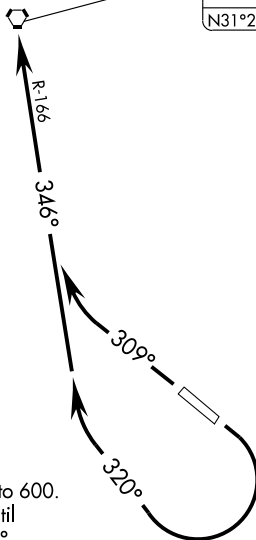
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

HATTIESBURG, MISSISSIPPI

# EATON ONE DEPARTURE

ASOS 135.425  
HOUSTON CENTER  
126.8 327.8  
CTAF 122.8

EATON  
110.6 LBY   
Chan 43  
N31°25.12'-W089°20.26'  
L-22



## TAKEOFF MINIMUMS:

Rwy 13, ATC climb of 300' per NM to 600.

Rwy 13, Do not exceed 230 knots until established on heading 320°.

Rwy 31, Standard.

## TAKE-OFF OBSTACLES:

Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.

Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

# EATON ONE DEPARTURE

(LBY1.LBY) 09183

HATTIESBURG, MISSISSIPPI

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

SC-4, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>5098</b>
<b>129°</b>	TDZE	<b>151</b>
	Apt Elev	<b>151</b>

## RNAV (GPS) Y RWY 13

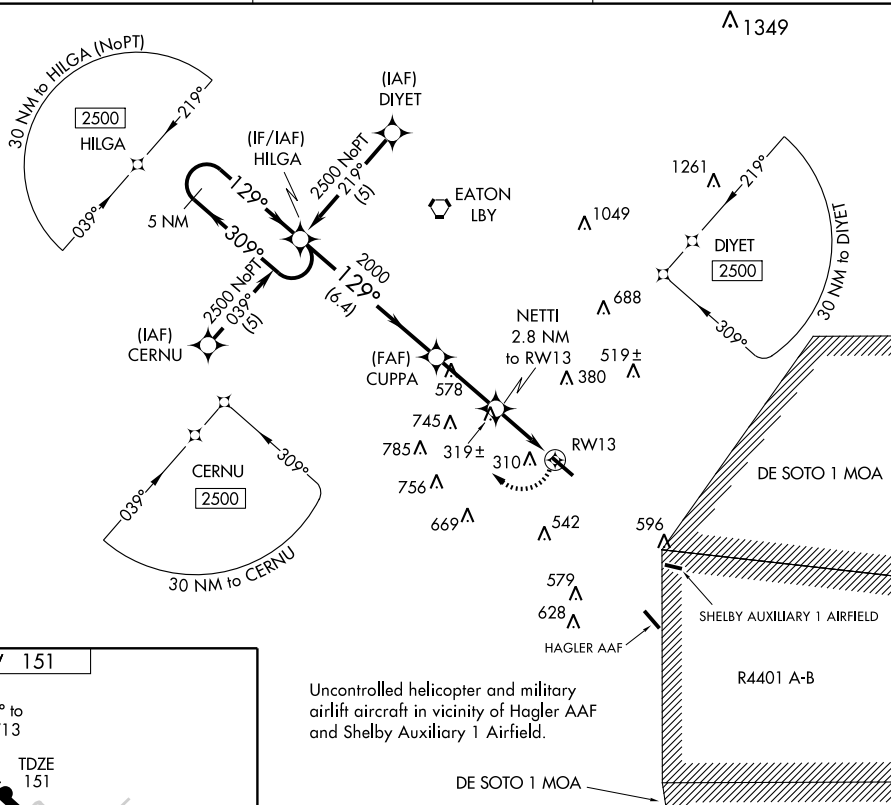
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

**T** If local altimeter setting not received, use Hattiesburg-Laurel  
Rgnl altimeter setting and increase all MDAs 60 feet.  
**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

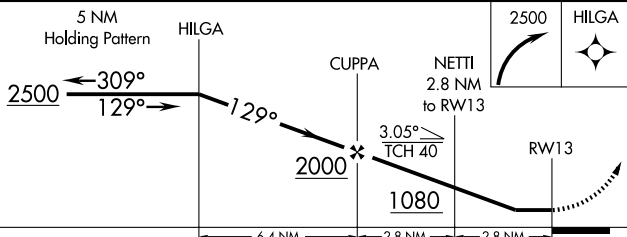
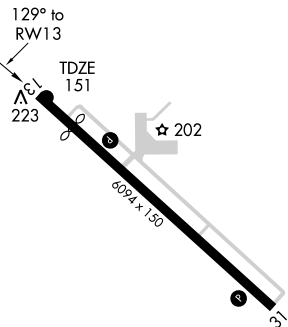
ASOS  
135.425

HOUSTON CENTER  
126.8 327.8

UNICOM  
122.8 (CTAF) **L**

Uncontrolled helicopter and military  
airlift aircraft in vicinity of Hagler AAF  
and Shelby Auxiliary 1 Airfield.

ELEV 151



CATEGORY	A	B	C	D
LNAY MDA	580-1	429 (500-1)	580-1 $\frac{1}{4}$ 429 (500-1 $\frac{1}{4}$ )	580-1 $\frac{1}{2}$ 429 (500-1 $\frac{1}{2}$ )
CIRCLING	680-1 529 (600-1)	700-1 549 (600-1)	720-1 $\frac{1}{2}$ 569 (600-1 $\frac{1}{2}$ )	720-2 569 (600-2)

REIL Rwy 13 **L**  
HIRL Rwy 13-31 **L**

HATTIESBURG, MISSISSIPPI

Amdt 1 09183

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

31° 16' N-89° 15' W

## RNAV (GPS) Y RWY 13

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

WAAS  
CH 86403  
W13A

APP CRS  
129°

Rwy Idg	<b>5098</b>
TDZE	<b>151</b>
Apt Elev	<b>151</b>

## RNAV (GPS) Z RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

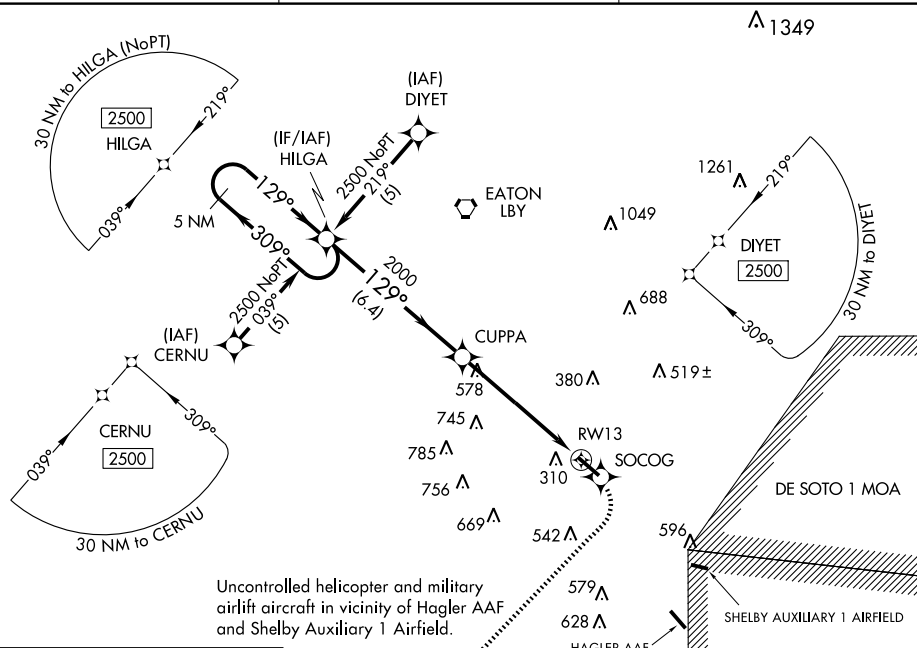
**T** If local altimeter setting not received, use Hattiesburg-Laurel  
Rgnl altimeter setting and increase DA to 705 feet.  
**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000  
direct SOCOG and right turn via 219°  
track to UTOVE and hold.

ASOS  
**135,425**

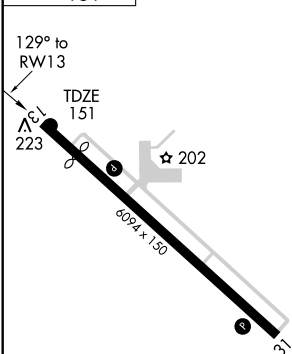
HOUSTON CENTER  
126.8 327.8

UNICOM  
122.8 (CTAF) **L**



Uncontrolled helicopter and military transport aircraft in vicinity of Hagerman and Shelby Auxiliary 1 Airfield.

ELEV 151



MISSED APCH FIX

5 NM 

120. 200

On 22

△

UTOVE

LILCA

HILGA  
|

100

\_\_\_\_\_

1290

0000

2000

100

Diagram of a rectangular plate with a width of 64 NM.

	0.41 kW
	B

[illegible]

654-

LATTIGBLU

HATTIESBURG, Md. (AP) — A woman was shot and killed in a parking lot in Hattiesburg, Miss., on Tuesday.

9° 15' W RN

REIL Rwy 13 **L**  
HIRL Rwy 13-31 **L**

HATTIESBURG, MISSISSIPPI  
Orig 09183

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)  
W BNAV (CPS) 3 BNAV 12

31° 16' N-89° 15' W

RNAV (GPS) Z RWY 13

SC-4. 26 AUG 2010 to 23 SEP 2010

VORTAC LBY  
**110.6**  
Chan **43**

APP CRS  
**151°**

Rwy Idg **5098**  
TDZE **151**  
Apt Elev **151**

**VOR RWY 13**

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

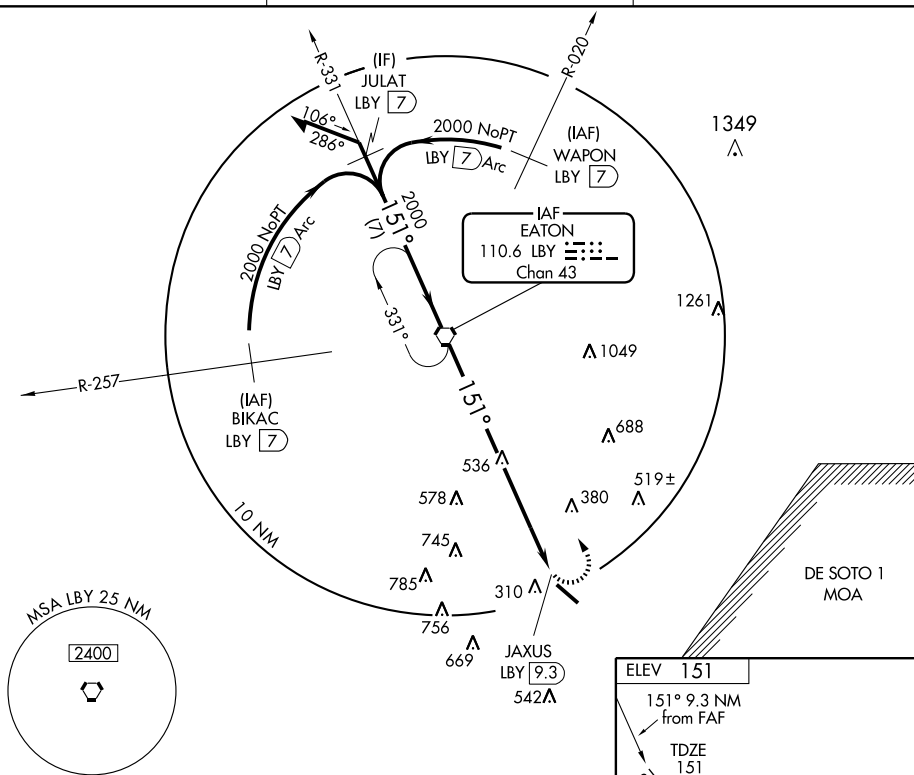
▼ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl  
▲ altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to  
2400 direct LBY VORTAC and hold.

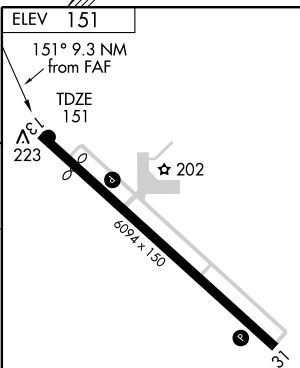
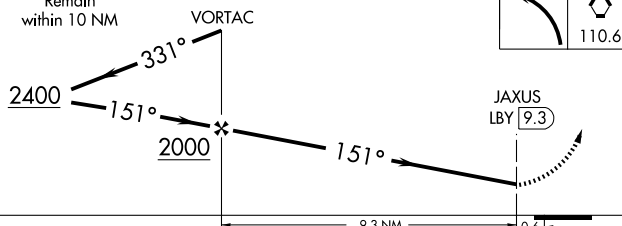
ASOS  
**135.425**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-13	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	
CIRCLING	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	

REIL Rwy 13 0  
HIRL Rwy 13-31 0

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

**HATTIESBURG****HATTIESBURG BOBBY L CHAIN MUNI**

(HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17'

NEW ORLEANS

151 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE HBG

H-6J, L-21C, 22G

RWY 13-31: H6094X150 (ASPH-GRVD) S-48, D-68, 2S-114, 2D-145 HIRL IAP

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 996'.

Trees.

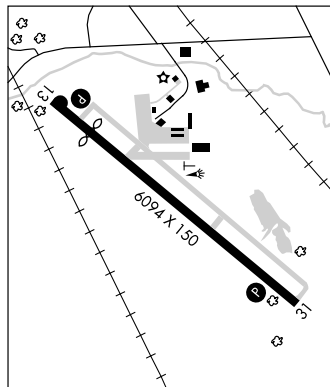
RWY 31: PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended daltg hours. Fuel 24 hr credit card svc avbl. ACTIVATE HIRL Rwy 13-31; PAPI Rwys 13 and 31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.425 (601) 544-2185.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 150° 10.2 NM to fld. 290/05E.

**HATTIESBURG-LAUREL RGNL**

(PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22'

NEW ORLEANS

298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB

H-6J, L-22G

RWY 18-36: H6501X150 (ASPH-GRVD) S-125, D-225, 2S-175, 2D-275 HIRL IAP

RWY 18: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 60'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 59'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 36: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

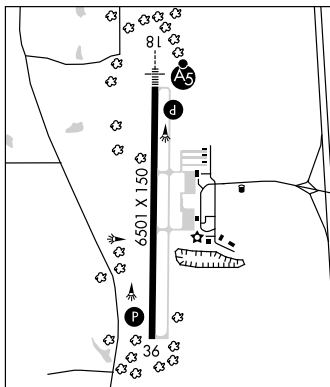
**AIRPORT REMARKS:** Attended 1100-0500Z±. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR, call arpt manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to increase ints and ACTIVATE PAPI Rwys 18 and 36, MALSR Rwy 18 and REILS Rwys 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (601) 584-6701. LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 123.0**HOUSTON CENTER APP/DEP CON** 126.8**AIRSPACE:** CLASS E svc 1200-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 356° 2.9 NM to fld. 290/05E.

ILS 109.5 I-PIB Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD**

(See JACKSON)

**HERNANDO VILLAGE AIRPARK, INC**

(H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22'

MEMPHIS

242 FUEL 100LL NOTAM FILE GWO

Not insp.

RWY 14-32: 3340X65 (TURF) S-12 LIRL

RWY 14: Trees.

RWY 32: Tower.

**AIRPORT REMARKS:** Attended daltg hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HESLER-NOBLE FLD**

(See LAUREL)

**HOLLANDALE MUNI**

(14M) 2 NE UTC-6(-5DT) N33°10.96' W90°49.84'

MEMPHIS

114 B NOTAM FILE GWO

L-18F

RWY 08-26: H3000X50 (ASPH) S-21 MIRL

**AIRPORT REMARKS:** Unattended. Wildlife on and in/ov arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr 2300-0400Z±; after 0400Z± ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.9 NM to fld. 130/04E.

LOC I-PIB <b>109.5</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>298</b> <b>298</b>
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# ILS or LOC RWY 18

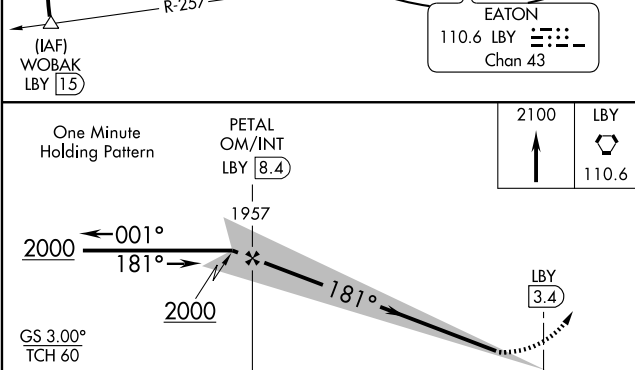
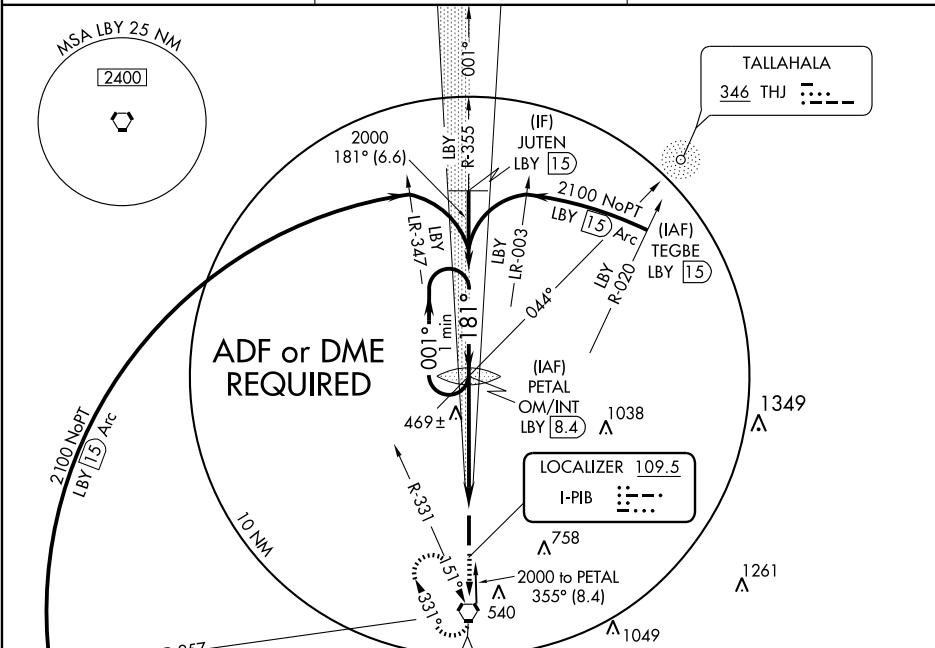
## HATTIESBURG-LAUREL RGNL (PIB)

- ▼ When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase S-LOC 18 Cat D ¼ mile.

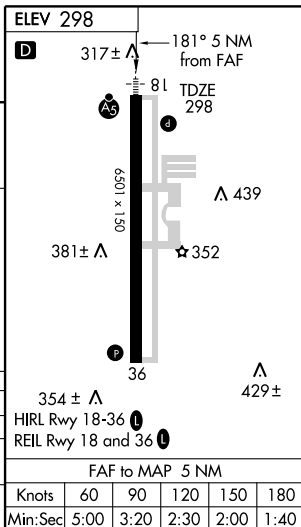


MISSED APPROACH: Climb to 2100 direct LBV VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3 <b>128.325</b>	HOUSTON CENTER <b>126.8 327.8</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
S-ILS 18	498-1/2	200 (200-1/2)		
S-LOC 18	720-1/2 422 (500-1/2)	720-3/4 422 (500-3/4)		
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1 1/2 462 (500-1/2)	860-2 562 (600-2)



WAAS CH <b>49201</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>298</b> <b>298</b>
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# RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

For inoperative MALS, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Bobby L. Chain Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Bobby L. Chain Muni altimeter setting.

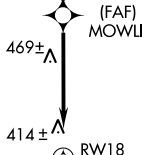
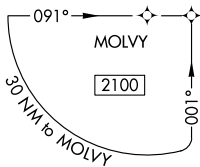
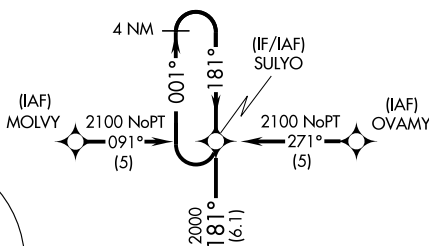
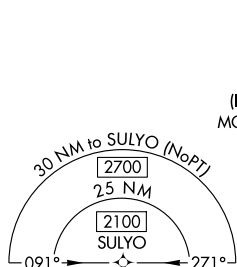


MISSED APPROACH:  
Climb to 2000 direct  
REWYO and hold.

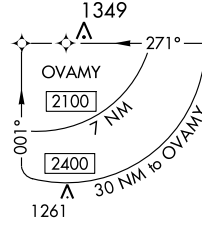
AWOS-3  
**128.325**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.0 (CTAF) 0**



1038



ELEV 298

D

181° to RWY 18

317 ±

81

TDZE 298

6501 x 150

381 ±

352

36

354 ±

429 ±

HIRL Rwy 18-36

REIL Rwy 18 and 36

MISSED APCH FIX

REWYO

4 NM

181°

001°

181°

4 NM

4 NM Holding Pattern

SULYO

2100

001°

181°

GS 3.00°

TCH 60

MOWLI

181°

2000

6.1 NM

4 NM

1.1

REWYO

\*1.1 NM to RWY 18

\*LNAV Only.

2000

REWYO

CATEGORY	A	B	C	D
LPV DA	498-1½	200 (200-½)		
LNAV/VNAV DA	691-¾	393 (400-¾)		
LNAV MDA	720-½	422 (500-½)	720-¾	720-1
			422 (500-¾)	422 (500-1)
CIRCLING	740-1	760-1	760-1½	860-2
	442 (500-1)	462 (500-1)	462 (500-1½)	562 (600-2)

HATTIESBURG/LAUREL, MISSISSIPPI

Amtd 1 11MAR10

31°28'N - 89°20'W

HATTIESBURG-LAUREL RGNL (PIB)

RNAV (GPS) RWY 18

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

WAAS  
CH 93901  
W36A

APP CRS  
001°

Rwy Idg	<b>6501</b>
TDZE	<b>296</b>
Apt Elev	<b>298</b>

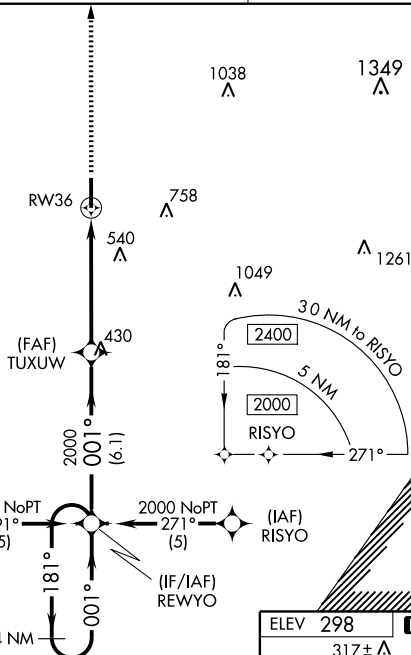
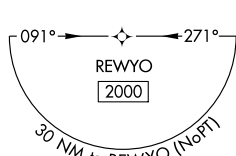
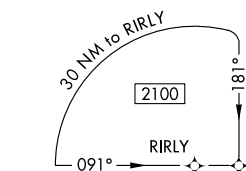
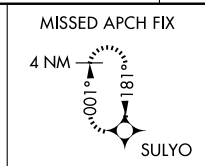
RNAV (GPS) RWY 36  
HATTIESBURG-LAUREL RGNL (PIB)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV MDA Cat C and D visibility ¼ mile. Baro-VNAV NA when using Hattiesburg Bobby L. Chain Muni altimeter setting.

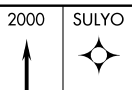
**MISSED APPROACH:**  
Climb to 2100 direct  
SULYO and hold.

AWOS-3  
128,325

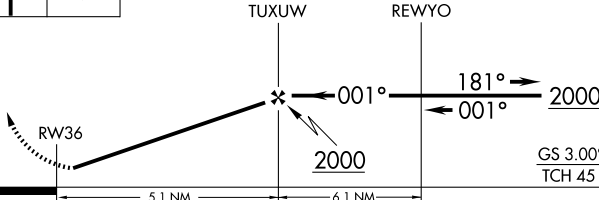
HOUSTON CENTER  
126.8 327.8

UNICOM  
123.0 (CTAF) **L**

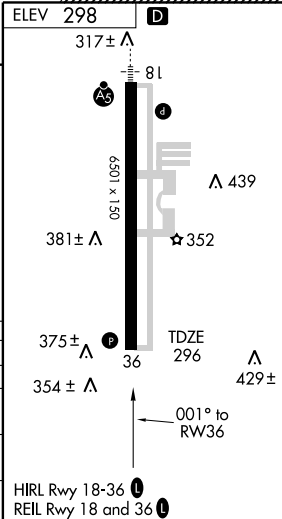
DE SOTO  
1 MOA



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		546-1	250 (300-1)	
LNAV/ VNAV DA		625-1¼	329 (400-1¼)	
LNAV MDA		680-1	384 (400-1)	680-1¼ 384 (400-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)



HATTIESBURG/LAUREL, MISSISSIPPI  
Amdt 1 11MAR10

31°28'N - 89° 20'W

HATTIESBURG-LAUREL RGNL (PIB)  
RNAV (GPS) RWY 36

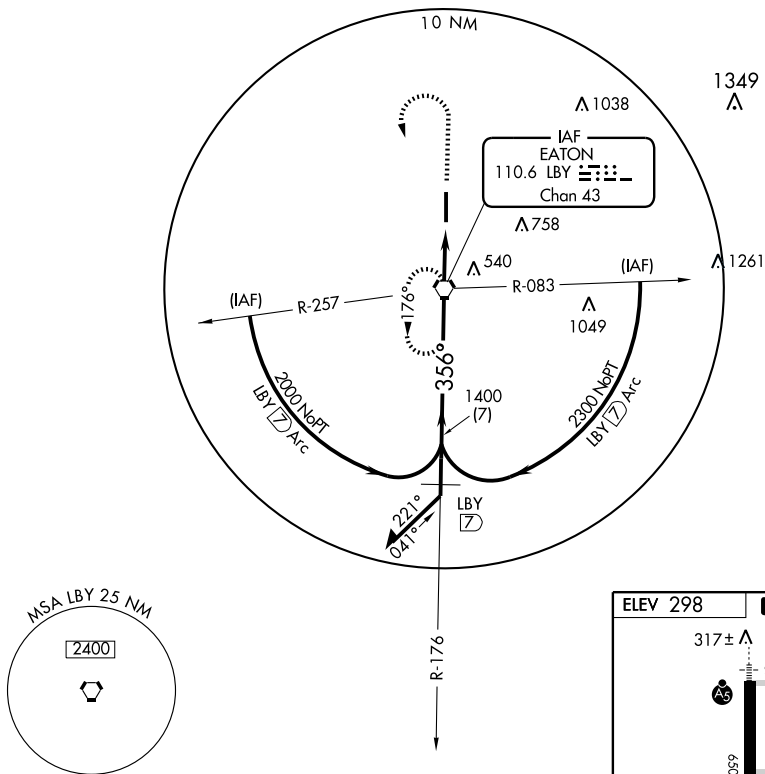
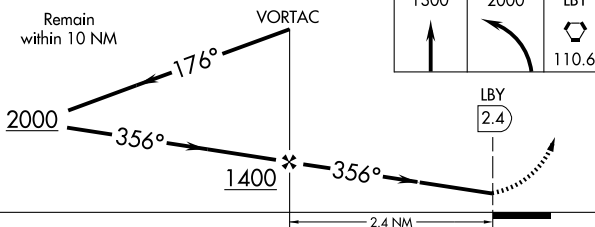
SC-4. 26 AUG 2010 to 23 SEP 2010

VORTAC LBV  
**110.6**  
Chan **43**APP CRS  
**356°**Rwy Idg  
TDZE  
Apt Elev**N/A**  
**N/A**  
**298****VOR-A**

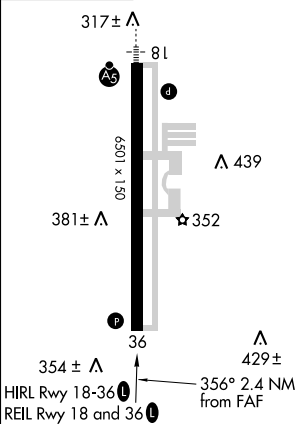
HATTIESBURG-LAUREL RGNL (PIB)



MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBV VORTAC and hold.

AWOS-3  
**128.325**HOUSTON CENTER  
**126.8 327.8**UNICOM  
**123.0 (CTAF)**Remain  
within 10 NM

ELEV 298



CATEGORY	A	B	C	D
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

**HOLLY SPRINGS—MARSHALL CO** (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

MEMPHIS

553 B S4 FUEL 100LL, JET A NOTAM FILE GWO

L-18G

RWY 18-36: H3201X60 (ASPH) S-15 MIRL 1.1% up S

IAP

RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.

RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Fuel 24 hr credit card svc avbl.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.4T (GREENWOOD RADIO)

RCO 122.3 (GREENWOOD RADIO)

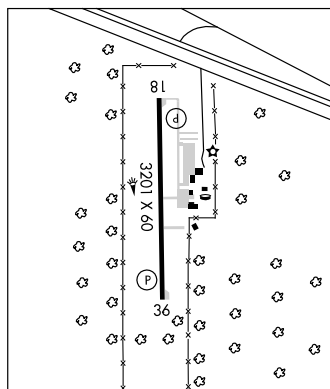
Ⓡ MEMPHIS APP CON 125.8 120.07

Ⓡ MEMPHIS DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 326° 2.4 NM to fld. 630/03E.

**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS

337 B S2 NOTAM FILE GWO

L-18G

RWY 03-21: H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun on call. For arpt attendant Sat-Sun call 662-456-8484.

Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. ACTIVATE MIRL Rwy 03-21—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†,

Sun 1300-1500Z†.

**I H BASS JR MEML** (See LUMBERTON)**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°40.73'

MEMPHIS

126 B S4 FUEL 100LL NOTAM FILE GWO

H-6J, L-18F

RWY 17-35: H7004X150 (CONC) S-20 MIRL

IAP

RWY 17: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For svc after hours call 662-887-2580. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.875

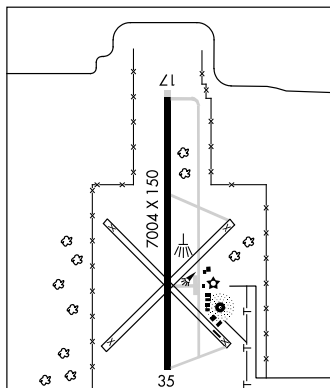
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB

unmonitored.

**INNOVATOR** MYT N28°13.23' W89°36.90'

L-21B, GOMC

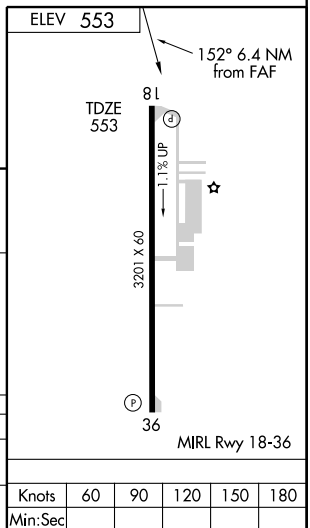
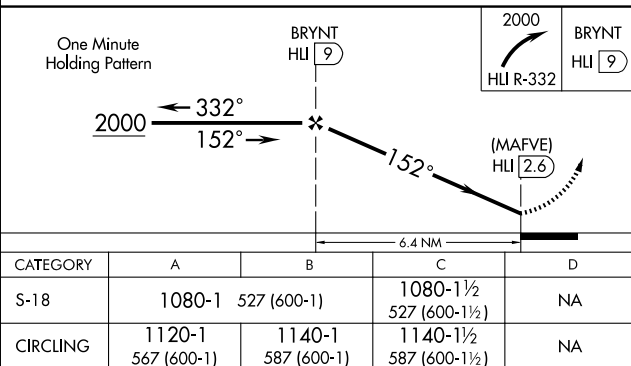
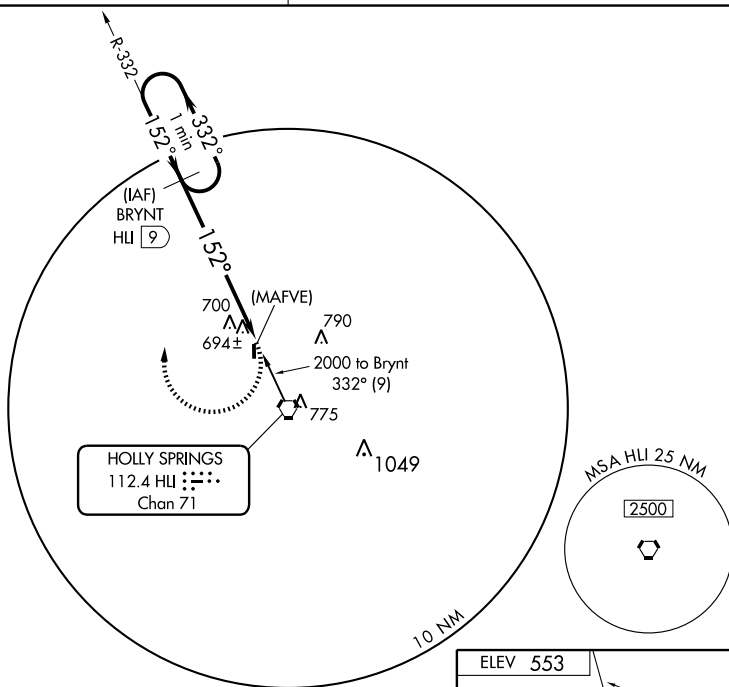
AWOS-3 119.975

VORTAC HLI <b>112.4</b> Chan <b>71</b>	APP CRS <b>152°</b>	Rwy Idg TDZE Apt Elev	<b>3201</b> <b>553</b> <b>553</b>
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# VOR/DME or GPS RWY 18

HOLLY SPRINGS-MARSHALL COUNTY (M41)

▼ Use Memphis altimeter setting. ▲ NA	MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.
MEMPHIS APP CON <b>125.8 338.3</b>	UNICOM <b>122.8</b> (CTAF)



**HOLLY SPRINGS—MARSHALL CO** (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

MEMPHIS

553 B S4 FUEL 100LL, JET A NOTAM FILE GWO

L-18G

RWY 18-36: H3201X60 (ASPH) S-15 MIRL 1.1% up S

IAP

RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.

RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Fuel 24 hr credit card svc avbl.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.4T (GREENWOOD RADIO)

RCO 122.3 (GREENWOOD RADIO)

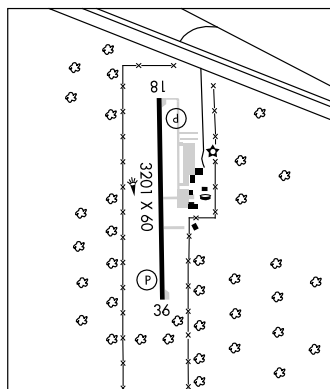
Ⓡ MEMPHIS APP CON 125.8 120.07

Ⓡ MEMPHIS DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 326° 2.4 NM to fld. 630/03E.

**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS

337 B S2 NOTAM FILE GWO

L-18G

RWY 03-21: H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun on call. For arpt attendant Sat-Sun call 662-456-8484.

Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. ACTIVATE MIRL Rwy 03-21—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z, Sun 1600-2300Z. No NOTAM MP Mon-Fri 0300-1030Z.

Sun 1300-1500Z.

**I H BASS JR MEML** (See LUMBERTON)**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°40.73'

MEMPHIS

126 B S4 FUEL 100LL NOTAM FILE GWO

H-6J, L-18F

RWY 17-35: H7004X150 (CONC) S-20 MIRL

IAP

RWY 17: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. For svc after hours call 662-887-2580. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.875

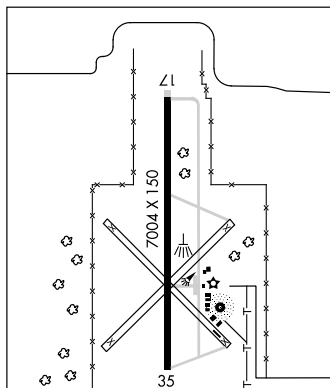
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB

unmonitored.

**INNOVATOR** MYT N28°13.23' W89°36.90'

L-21B, GOMC

AWOS-3 119.975

NDB IDL <b>284</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>7004</b> <b>126</b> <b>126</b>
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# NDB RWY 17

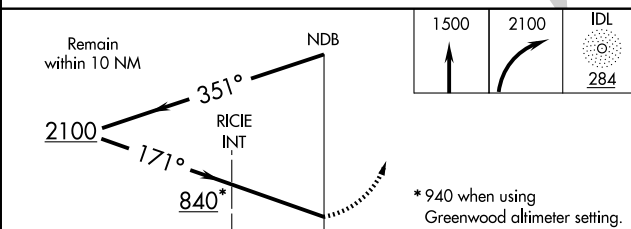
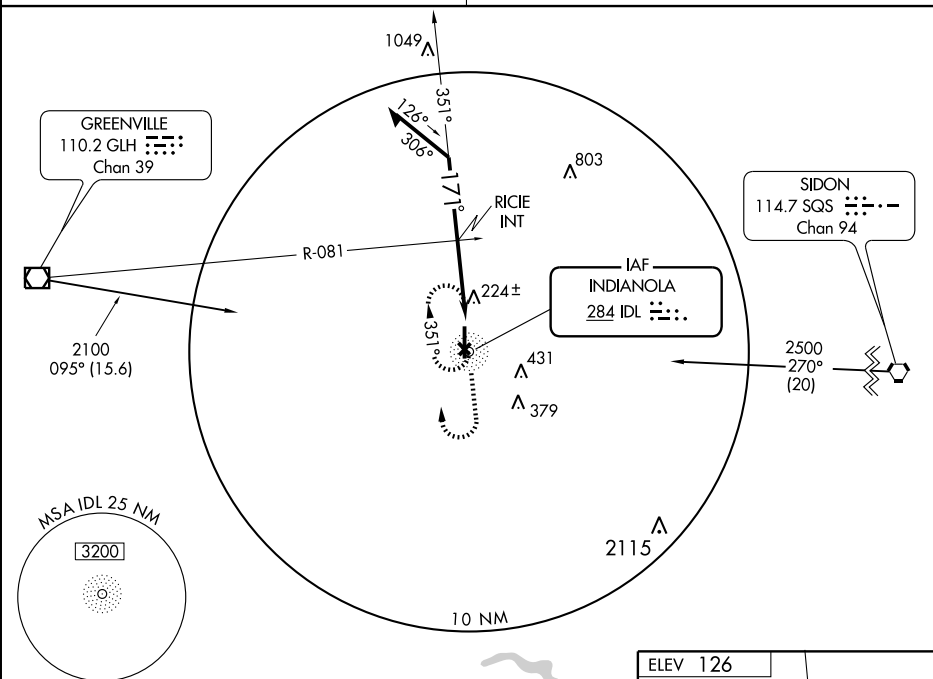
## INDIANOLA MUNI (IDL)

**▽** Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

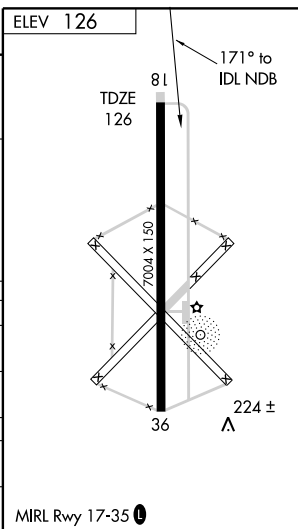
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-17	840-1 714 (800-1)		840-2 714 (800-2)	840-2 714 (800-2 ¼)
CIRCLING	840-1 714 (800-1)		840-2 714 (800-2)	840-2 714 (800-2 ¼)
NDB/VOR MINIMUMS				
S-17	580-1 454 (500-1)		580-1 ¼ 454 (500-1 ¼)	580-1 ½ 454 (500-1 ½)
CIRCLING	580-1 454 (500-1)		600-1 ½ 474 (500-1 ½)	780-2 654 (700-2)



# NDB RWY 35

INDIANOLA MUNI (IDL)

NDB IDL <b>284</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>7004</b> <b>121</b> <b>126</b>
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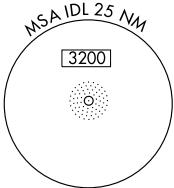
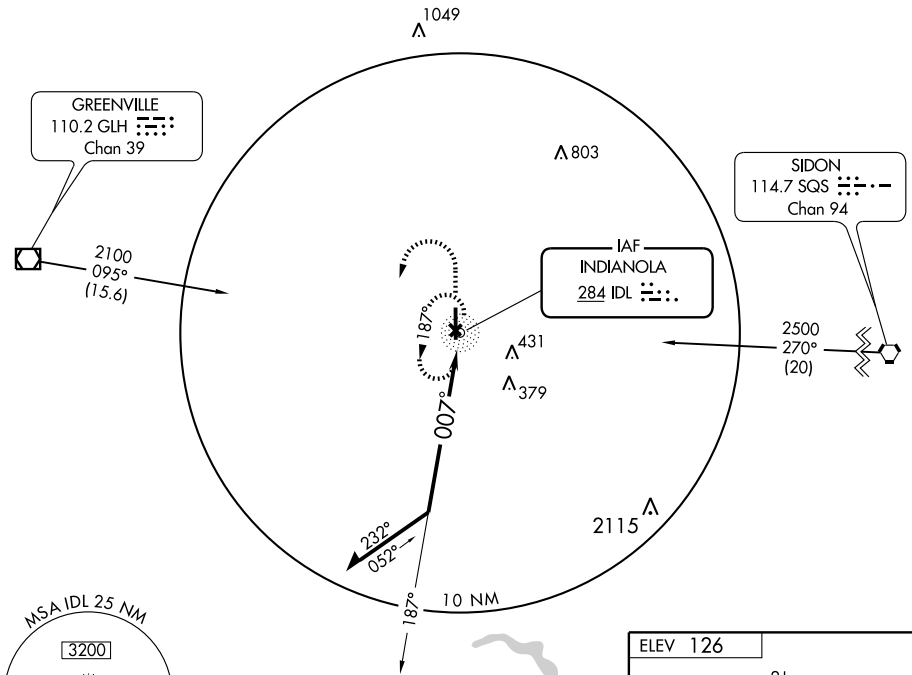
▼ Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

▲ NA

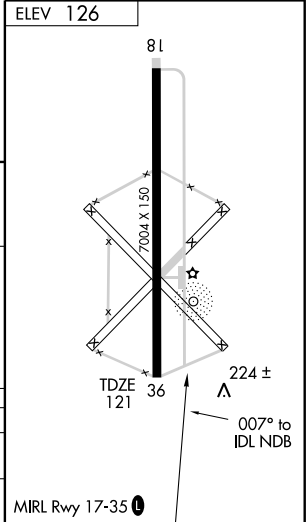
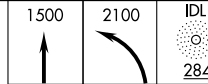
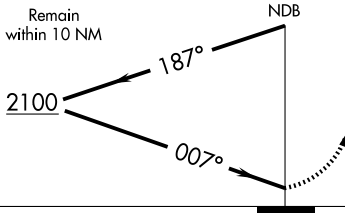
MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8 (CTAF) 0**



Remain within 10 NM



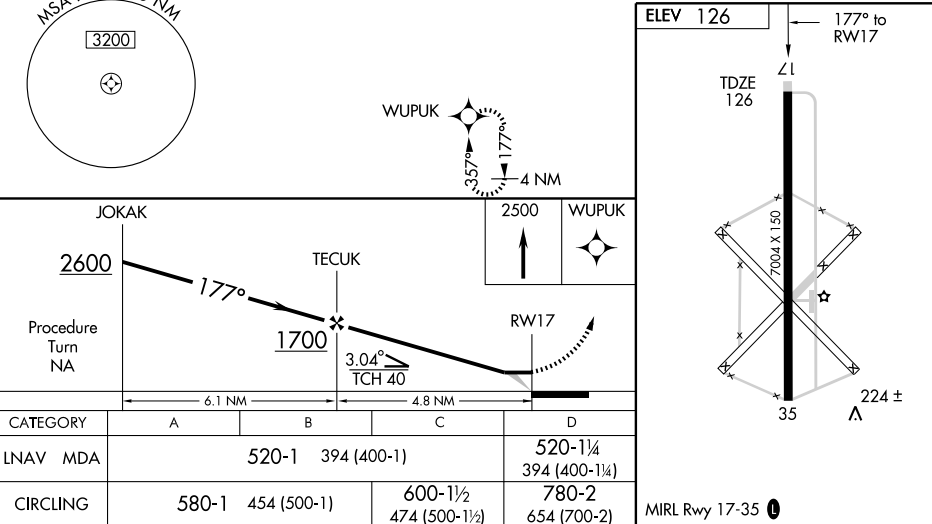
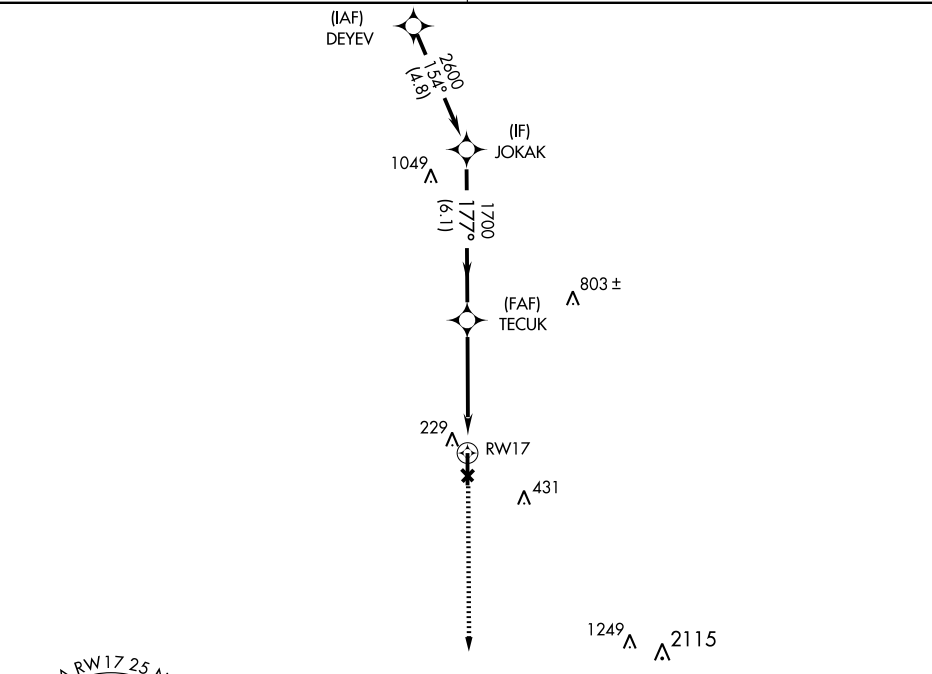
CATEGORY	A	B	C	D
S-35	740-1 619 (700-1)		740-1¾ 619 (700-1¾)	740-2 619 (700-2)
CIRCLING	740-1 614 (700-1)		740-1¾ 614 (700-1¾)	780-2 654 (700-2)

APP CRS	Rwy Idg	<b>7004</b>
<b>177°</b>	TDZE	<b>126</b>
	Apt Elev	<b>126</b>

# RNAV (GPS) RWY 17

INDIANOLA MUNI (IDL)

<p><b>T</b> DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.</p> <p><b>A</b> NA</p>	<p>MISSED APPROACH: Climb to 2500 direct WUPUK and hold.</p>
<p>MEMPHIS CENTER</p> <p><b>135.875 269.35</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p>

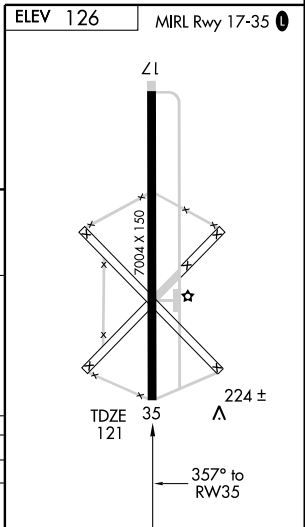
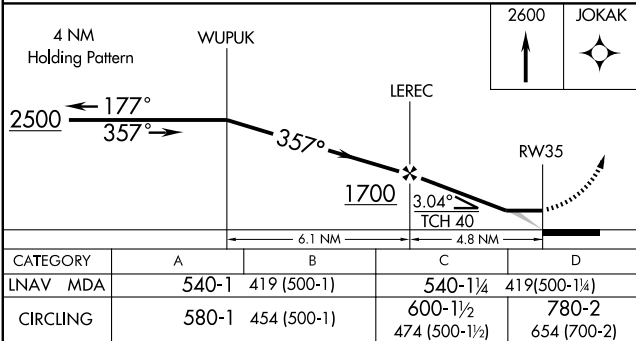
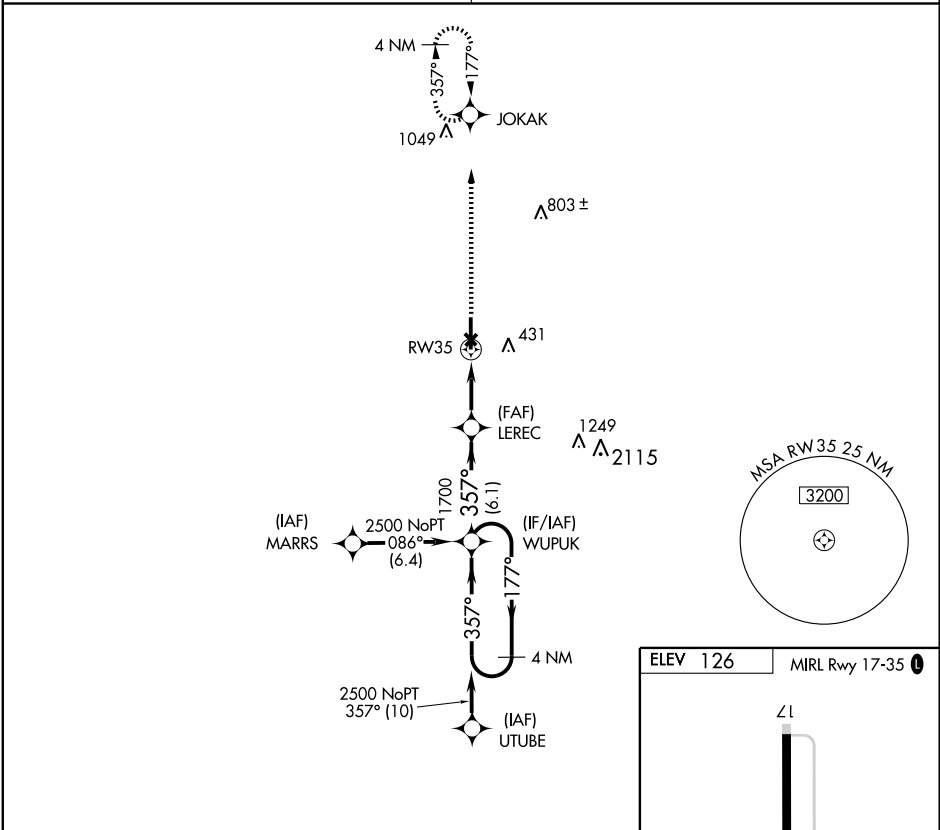


APP CRS	Rwy Idg	<b>7004</b>
<b>357°</b>	TDZE	<b>121</b>
	Apt Elev	<b>126</b>

# RNAV (GPS) RWY 35

INDIANOLA MUNI (IDL)

<p><b>▼</b> DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.</p> <p><b>▲</b> NA</p>	<p>MISSED APPROACH: Climb to 2600 direct JOKAK and hold.</p>
<p>MEMPHIS CENTER</p> <p><b>135.875 269.35</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p>



VORTAC SQS <b>114.7</b> Chan <b>94</b>	APP CRS <b>271°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>126</b>
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# VOR/DME-A

INDIANOLA MUNI (IDL)

**▽** Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility  $\frac{1}{4}$  mile.

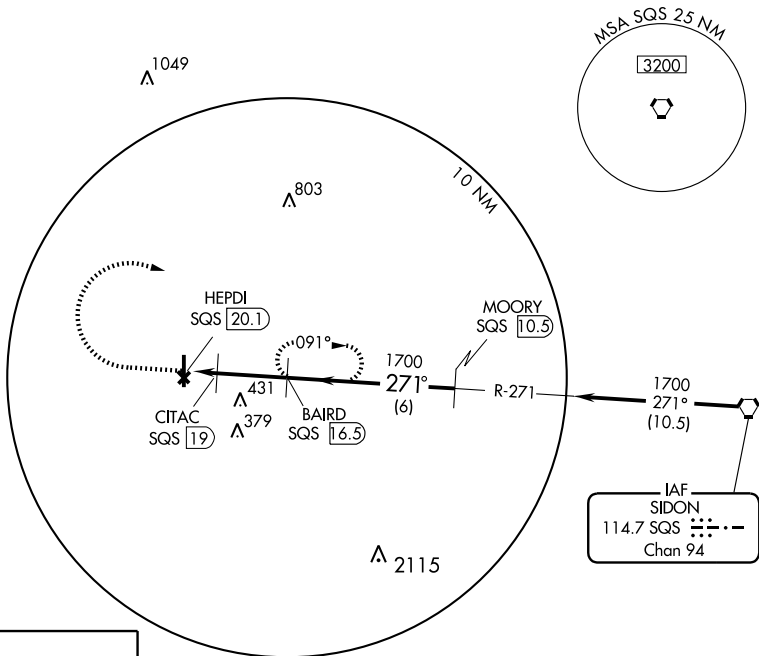
**▲ NA**

**MISSED APPROACH:** Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

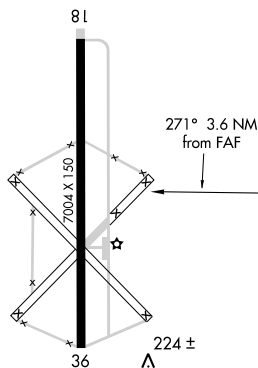
GREENVILLE ASOS  
**125.525**

MEMPHIS CENTER  
**135.875 269.35**

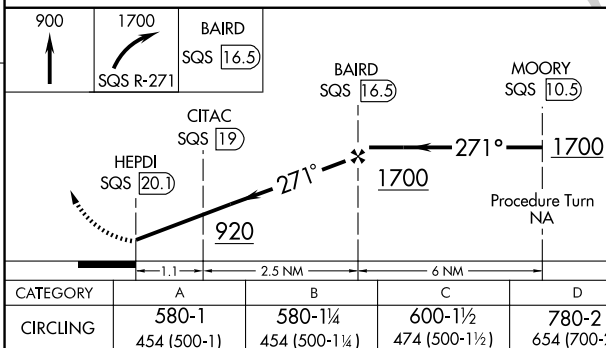
UNICOM  
**122.8 (CTAF) 0**



ELEV 126



MRL Rwy 17-35 **0**



VOR/DME GLH <b>110.2</b> Chan <b>39</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>126</b>
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**VOR/DME-B**  
INDIANOLA MUNI (IDL)

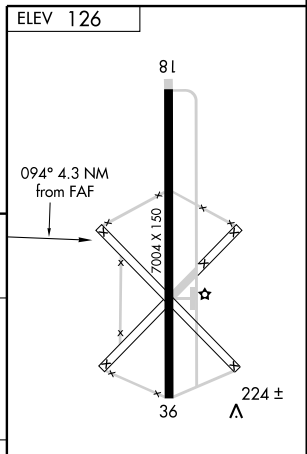
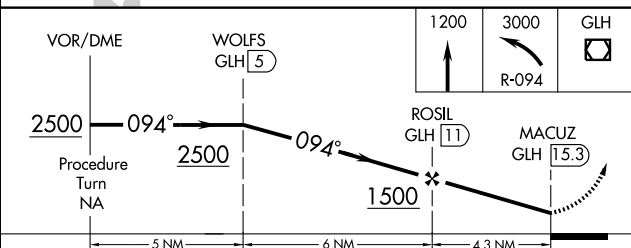
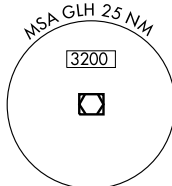
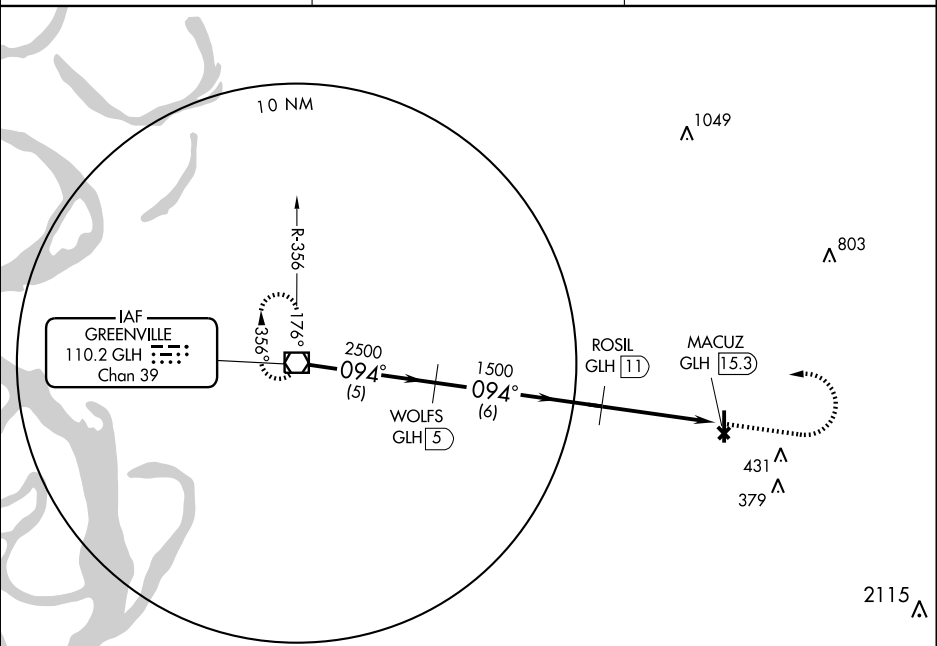
**V** Use Greenville altimeter setting; when not received, use  
**A** NA Greenwood altimeter setting and increase all MDA 40 feet  
and Circling Cat D visibility ¼ mile.

**MISSED APPROACH:** Climb to 1200 then climbing left turn  
to 3000 on R-094 to GLH VOR/DME and hold.

GREENVILLE ASOS  
**125.525**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)

MIRL Rwy 17-35 **0**

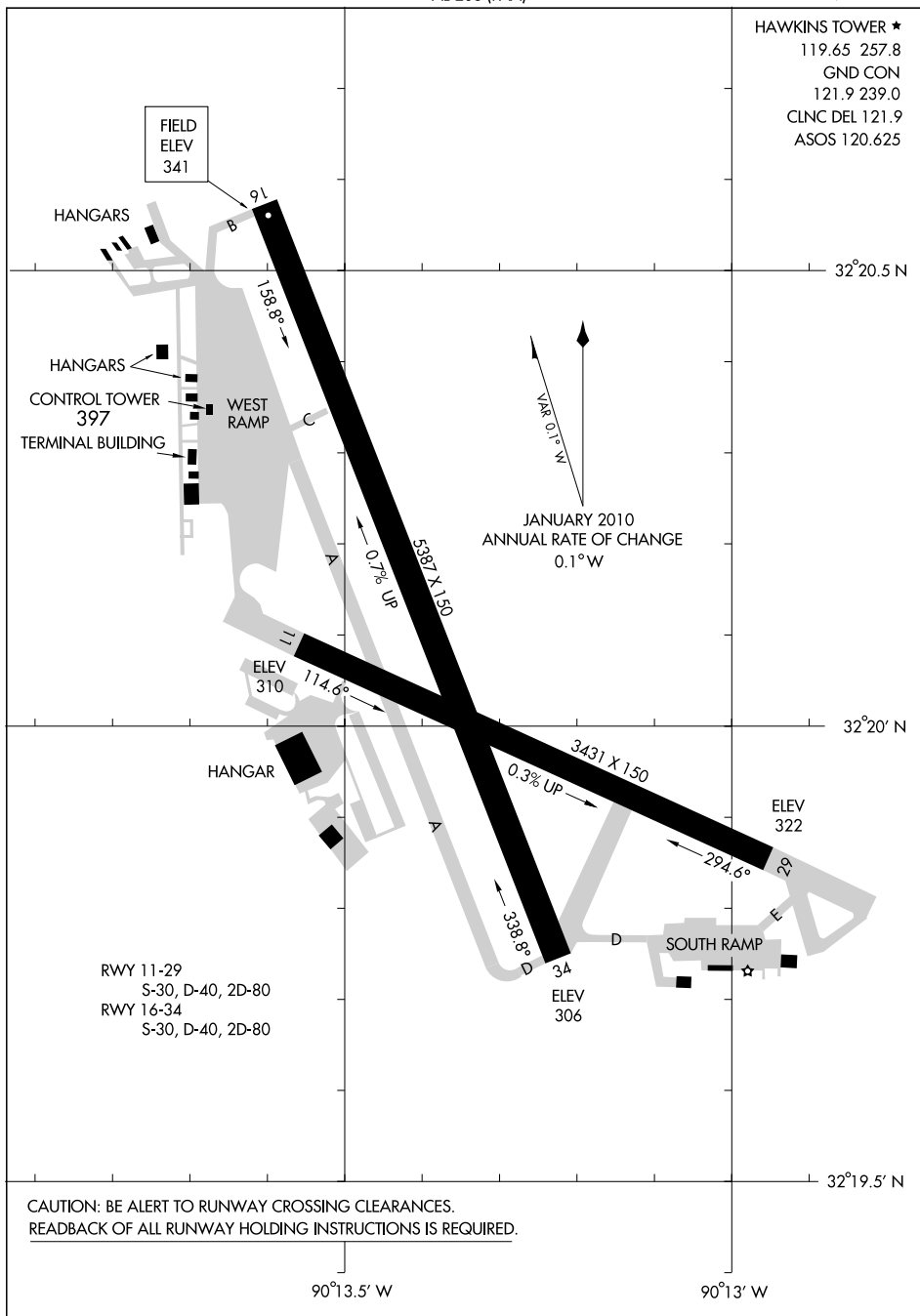
## AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)

JACKSON, MISSISSIPPI

SC-4, 26 AUG 2010 to 23 SEP 2010



SC-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

JACKSON, MISSISSIPPI  
JACKSON/HAWKINS FIELD (HKS)

**IUKA** (15M) 3 SE UTC-6(-5DT) N34°46.34' W88°09.95'

630 B **FUEL** 100LL NOTAM FILE GW0

**RWY 18-36:** H4000X75 (ASPH-GRVD) S-30 MIRL

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended daltg hours. Fuel 24 hr credit card svc avbl. For after hrs svc ctc arpt manager 662-423-3427 or 662-432-6699. **ACTIVATE MIRL Rwy 18-36—CTAF.** Rwy lgts ints cannot be changed.

**COMMUNICATIONS: CTAF** 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSL.

**MUSCLE SHOALS (L) VORTACW** 116.5 MSL Chan 112 N34°42.41' W87°29.49' 276° 33.6 NM to fld. 580/01E.

**MEMPHIS**

**L-18H**

## JACKSON

**HAWKINS FLD** (HKS) 3 NW UTC-6(-5DT) N32°20.09' W90°13.35'

341 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE HKS

**RWY 16-34:** H5387X150 (ASPH-GRVD) S-30, D-40, 2D-80 HIRL 0.7% up NW

**RWY 16:** MALSR. PAPI(P4L). **RWY 34:** REIL. Trees.

**RWY 11-29:** H3431X150 (CONC) S-30, D-40, 2D-80  
MIRL 0.3% up SE

**RWY 11:** P-line.

**RWY 29:** Trees.

**AIRPORT REMARKS:** Attended 1300-0300Z†. Landing fee. Fee for acft over 25,500 lbs without purchase of fuel. When twr is clsd Rwy 11-29 MIRL unavailable, Rwy 34 REIL left on. Rwy 16-34 lgts on continuous step 3—PCL OTS indef. **ACTIVATE HIRL Rwy 16-34 and MALSR Rwy 16—CTAF.**

**WEATHER DATA SOURCES:** ASOS 120.625 (601) 354-4037.

**COMMUNICATIONS: CTAF** 119.65 **UNICOM** 122.95

Ⓡ **JACKSON APP/DEP CON** 123.9 (333°-152°) 125.25  
(153°-332°)(1200-0500Z†)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z†)  
**TOWER** 119.65 (1300-0300Z†) **GND CON** 121.9  
**JACKSON CLNC DEL** 121.9

**AIRSPACE: CLASS D** svc 1300-0300Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 190° 10.7 NM to fld. 360/05E.

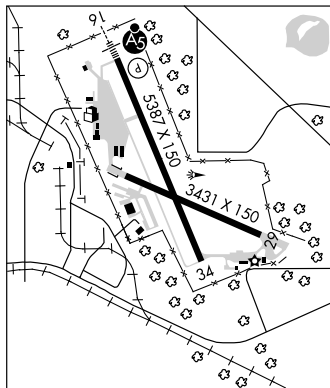
**BRENZ NDB (MHW/LOM)** 260 JH N32°24.78' W90°15.68' 157° 5.1 NM to fld. NDB unmonitored  
0300-1300Z†. NOTAM FILE HKS.

**ILS** 111.7 I-JHF Rwy 16. LOM BRENZ NDB. BRENZ NDB unmonitored 0300-1300Z†. (ILS Unmonitored when Jackson twr closed)

**MEMPHIS**

**H-6J, L-18G**

**IAP, AD**



LOC I-JHF 111.7 APP CRS 159° Rwy Idg **5387**  
 TDZE **341**  
 Apt Elev **341**

# ILS or LOC RWY 16

JACKSON/HAWKINS FIELD (HKS)

▼ When local altimeter setting not received, use Jackson-Evers Intl altimeter setting;  
 ▲ increase all DA 19 feet and all MDA 20 feet and increase S-LOC 16 Cat D  
 visibility ¼ mile. Glideslope unusable when control tower not in operational, only  
 localizer minimums authorized during this period. ADF Required.



MISSED APPROACH: Climb to 2500  
 then climbing right turn to 3500 direct  
 BRENZ LOM/Int/RADAR and hold.

ASOS  
**120.625**

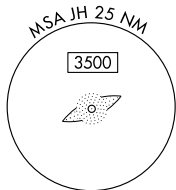
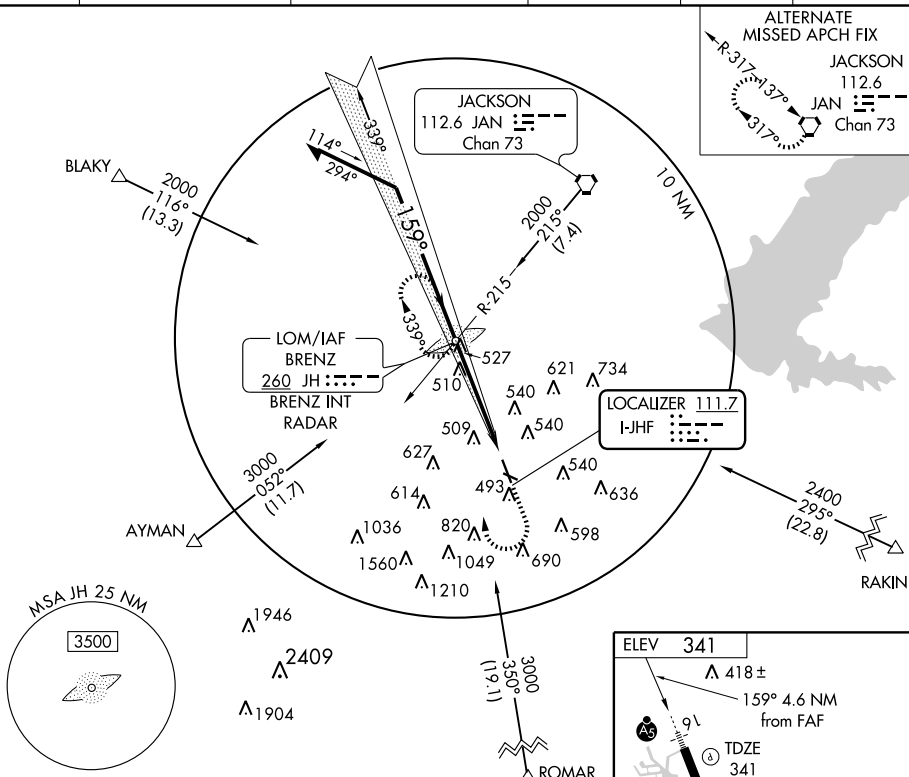
JACKSON APP CON ★  
**123.9 125.25 319.2**

HAWKINS TOWER ★  
**119.65 (CTAF) 0 257.8**

GND CON  
**121.9 239.0**

CLNC DEL  
**121.9**

UNICOM  
**122.95**



Remain  
 within 10 NM

BRENZ  
 LOM/INT  
 RADAR

2500  
 3500

BRENZ  
 260

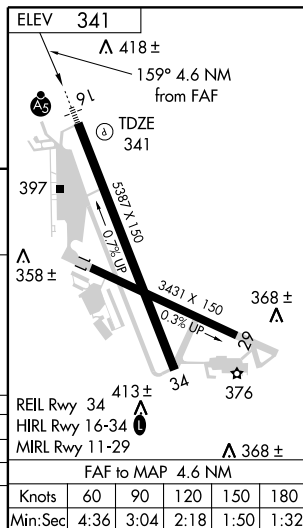
2000

1900

GS 3.00°  
 TCH 56

4.6 NM

CATEGORY	A	B	C	D
S-ILS 16	541-½ 200 (200-½)			
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)	
CIRCLING	840-1 499 (500-1)		840-1 ½ 920-2 499 (500-1 ½) 579 (600-2)	



WAAS CH <b>50316</b> <b>W16A</b>	APP CRS <b>159°</b>	Rwy Idg TDZE <b>341</b> Apt Elev <b>341</b>
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## RNAV (GPS) RWY 16

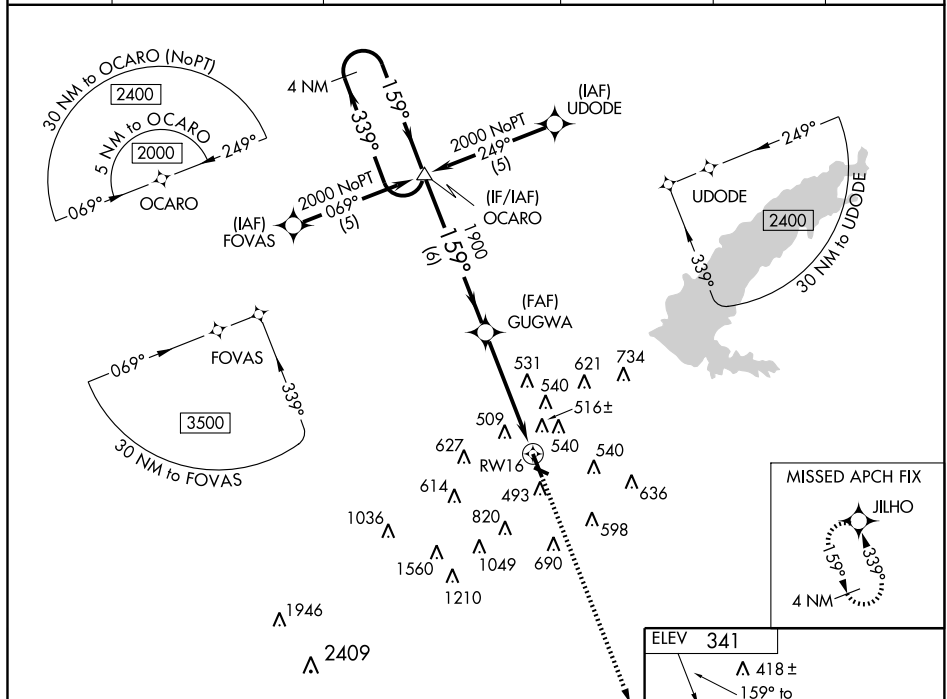
JACKSON/HAWKINS FIELD (HKS)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.



**MISSED APPROACH:** Climb to 2000 direct JILHO and hold.

ASOS <b>120.625</b>	JACKSON APP CON ★ <b>123.9 125.25 319.2</b>	HAWKINS TOWER ★ <b>119.65 (CTAF) 0 257.8</b>	GND CON <b>121.9 239.0</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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<div>4 NM Holding Pattern OCARO</div> <div>2000 ← 339° 159° →</div> <div>GS 3.00° TCH 56</div> <div>GUGWA</div> <div>1900</div> <div>6 NM 3.4 NM 1.3 NM</div> <div>2000 JILHO</div> <div>*LNAV Only.</div> <div>*1.3 NM to RW16</div> <div>RW16</div>				
CATEGORY	A	B	C	D
LPV DA	541-1/2		200 (200-1/2)	
LNAV/VNAV DA	896-1 1/2		555 (600-1 1/2)	
LNAV MDA	800-1/2	459 (500-1/2)	800-3/4 459 (500-3/4)	800-1 459 (500-1)
CIRCLING	840-1	499 (500-1)	840-1 1/2 499 (500-1 1/2)	920-2 579 (600-2)

ELEV 341

AS

418 ±

159° to RW16

TDZE 341

397

5387 X 150

0.73 UP

3431 X 150

0.3 UP

368 ±

413 ±

376

368 ±

REIL Rwy 34

HIRL Rwy 16-34

MIRL Rwy 11-29

WAAS CH <b>56416</b> <b>W34A</b>	APP CRS <b>339°</b>	Rwy Idg TDZE Apt Elev	<b>5387</b> <b>322</b> <b>341</b>
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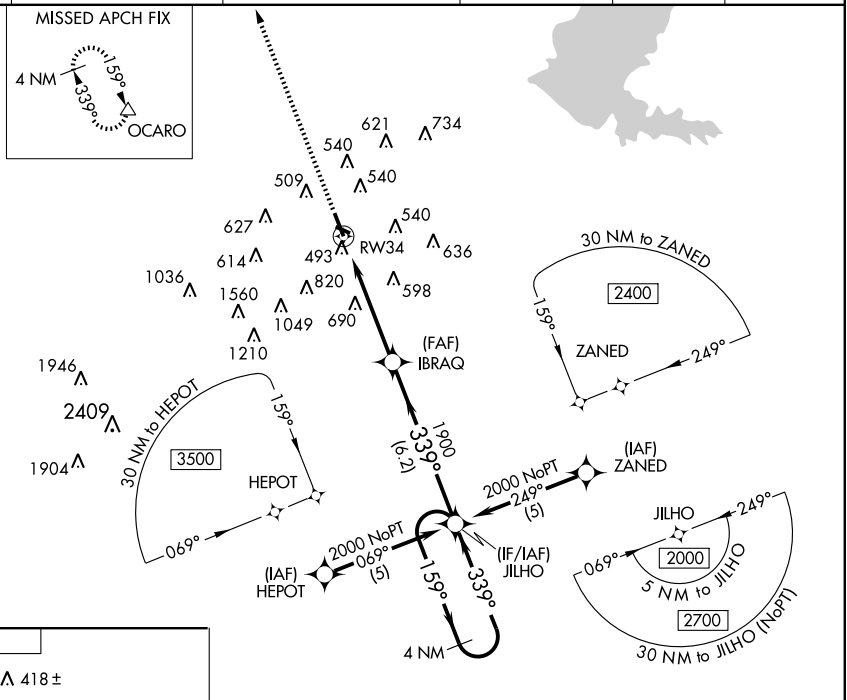
**RNAV (GPS) RWY 34**

JACKSON/HAWKINS FIELD (HKS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.

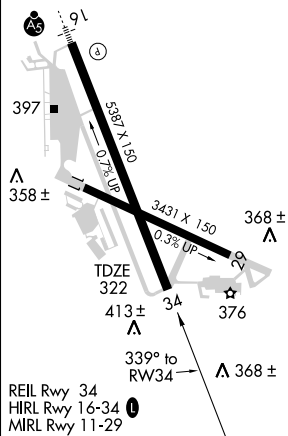
MISSED APPROACH: Climb to 2000 direct OCARO and hold.

ASOS <b>120.625</b>	JACKSON APP CON ★ <b>123.9 125.25 319.2</b>	HAWKINS TOWER ★ <b>119.65 (CTAF) 0 257.8</b>	GND CON <b>121.9 239.0</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 341

△ 418 ±



2000

↑

OCARO

△

JILHO

4 NM Holding Pattern

\*LNAV Only.

\*1.9 NM to RW34

IBRAQ

159° → 2000

← 339°

339°

1900

GS 3.00° TCH 40

1.9 NM

2.9 NM

6.2 NM

RW34

↓

CATEGORY	A	B	C	D
LPV DA	709-1½		387 (400-1½)	
LNAV/VNAV DA	803-1¾		481 (400-1¾)	
LNAV MDA	940-1	618 (700-1)	940-1¾ 618 (700-1¾)	940-2 618 (700-2)
CIRCLING	940-1	599 (600-1)	940-1¾ 599 (600-1¾)	940-2 599 (600-2)

JACKSON, MISSISSIPPI

Amdt 1 08APR10

32°20' N-90°13' W

JACKSON/HAWKINS FIELD (HKS)

**RNAV (GPS) RWY 34**

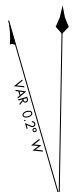
SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

JACKSON-EVERS INTL (JAN)  
JACKSON, MISSISSIPPI

ATIS  
121.05  
JACKSON TOWER ★  
120.9 352.0  
GND CON  
121.7 348.6



AL-5132 (FAA)

NWS

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV  
305

WEST  
CARGO

FIRE  
STATION

TERMINAL

TWR/  
BCN  
474

SOUTH  
CARGO

FBO

478

FSDO

HANGARS

GENERAL  
AVIATION

FIELD  
ELEV  
346

RWY 16L-34R  
S-75, D-200, 2S-175, 2T-585,  
2D-390, 2D/2D2-850  
RWY 16R-34L  
S-130, D-140, 2S-175, 2T-585,  
2D-250, 2D/2D2-720

CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

90°05' W

90°04' W

# AIRPORT DIAGRAM

JACKSON, MISSISSIPPI  
JACKSON-EVERS INTL (JAN)

10210

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

**JACKSON-EVERS INTL** (JAN)(KJAN) CIV/MIL/P/ANG 5 E UTC-6(-5DT) N32°18.67' W90°04.55' **MEMPHIS**  
 346 B S2 FUEL 100 LL OX 2 LRA Class I, ARFF Index C H-6J, L-18G  
 NOTAM FILE JAN IAP, DIAP, AD

**RWY 16R-34L:** H8500X150 (ASPH-GRVD) S-130, D-140, 2S-175,  
 2T-585, 2D-250, 2D/2D2-720 HIRL CL

**RWY 16R:** REIL. PAPI(P4L)—GA 3.0° TCH 80'. 0.4% up.

**RWY 34L:** MALSR. TDZL. Trees.

**RWY 16L-34R:** H8500X150 (ASPH-GRVD) S-75, D-200, 2S-175,  
 2T-585, 2D-390, 2D/2D2-850 HIRL CL

**RWY 16L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees. 0.3% up.

**RWY 34R:** REIL. PAPI(P4R)—GA 3.0° TCH 52'. Trees. 0.7% down.

**MILITARY SERVICES:** JASU 8(A/M32A-86D) 3(MC-1A)

**AIRPORT REMARKS:** Arrived continuously. Rwy 16L +8' stop sign at end of rwy 160' from thld 280' right. Weight bearing capacity for Rwy 16L-34R and Rwy 16R-34L is TRT 585 to accommodate C-17 acft. Be alert when crossing AER 16R. Rwy 16L and Rwy 34R rwy visual range touchdown, midpoint and rollout avbl. Rwy 34L rwy visual range touchdown avbl. When twr clsd HIRL Rwy 16L-34R and HIRL Rwy 16R-34L on continuously step 3. ACTIVATE MALSR Rwy 34L, HIRL Rwy 16L-34R HIRL Rwy 16R-34L, REIL Rwy 34R—CTAF. ACTIVATE REIL Rwy 16R—120.7. Rwy 16L ALSF—2 preset on med ints. Ldg fee for non-commercial acft over 25,500 pounds, fee waived for larger non-scheduled acft with sufficient fuel purchase. U.S. Customs user fee arpt.

**MILITARY REMARKS:** See FLIP AP/1 supplementary arpt remark. **ANG** Official business only. All tran acft 48 hr PPR, ctc Base Ops. Tran acft use FBO for svc. Base Ops opr weekdays 1300-2230Z, DSN 828-8372, C601-405-8372, fax DSN 828-8100, C601-405-8100. Command Post opr 24 hr., DSN 828-8350, C601-405-8350.

**WEATHER DATA SOURCES:** ASOS (601)932-2822. LLWAS.

**COMMUNICATIONS:** CTAF 120.9 ATIS 121.05 UNICOM 122.95

RCO 122.65 122.2 (GREENWOOD RADIO) RCO 122.1R 112.6T (GREENWOOD RADIO)

Ⓡ APP/DEP CON 123.9 317.7 (333°-152°) 125.25 319.2 (153°-332°)(1200-0500Z)

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 259.1 (0500-1200Z)

TOWER 120.9 352.0 (1200-0500Z) GND CON 121.7 348.6

ANG COMD POST 264.6 (172nd AW CP)

**AIRSPACE:** CLASS C svc 1200-0500Z ctc APP CON other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

(H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 153° 12.6 NM to fld. 360/05E.

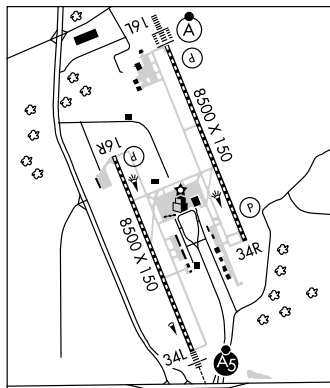
ALLEN NDB (LOM) 365 JA N32°24.75' W90°07.17' 157° 6.5 NM to fld. Unmonitored 0500-1200Z.

ILS 109.3 I-FRL Rwy 34L. Class IB. Unmonitored 0500-1200Z.

ILS 110.5 I-JAN Rwy 16L. Class IIIE. LOM ALLEN NDB. Unmonitored 0500-1200Z.

ASR (1200-0500Z)

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.



**JAMES H EASOM FLD** (See NEWTON)

**JOE WILLIAMS NOLF** (NJW) N32°47.94' W88°50.07'

**AIRSPACE:** CLASS D svc Mon-Fri 1400-2330Z other times CLASS G.

**MEMPHIS**

H-6J, L-18G

**JOHN BELL WILLIAMS** (See RAYMOND)

## ILS or LOC RWY 34L

JACKSON-EVERS INTL (JAN)

LOC I-FRL <b>109.3</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>329</b> <b>346</b>
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When control tower closed inoperative table applies.  
For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1½.

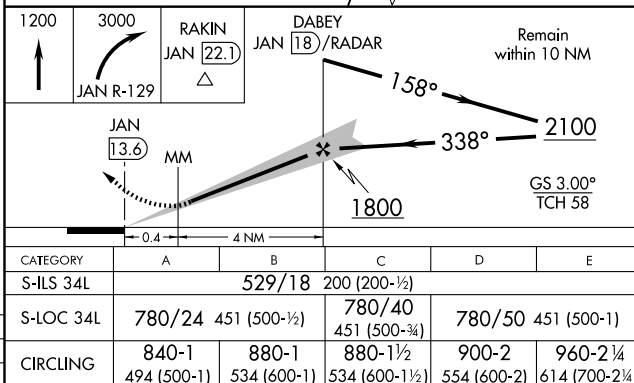
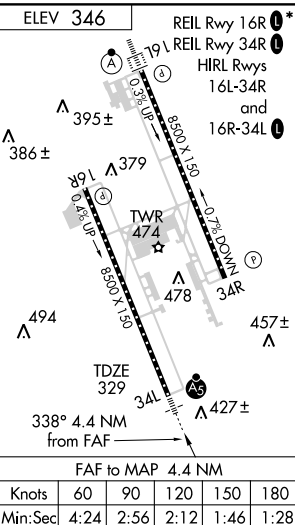
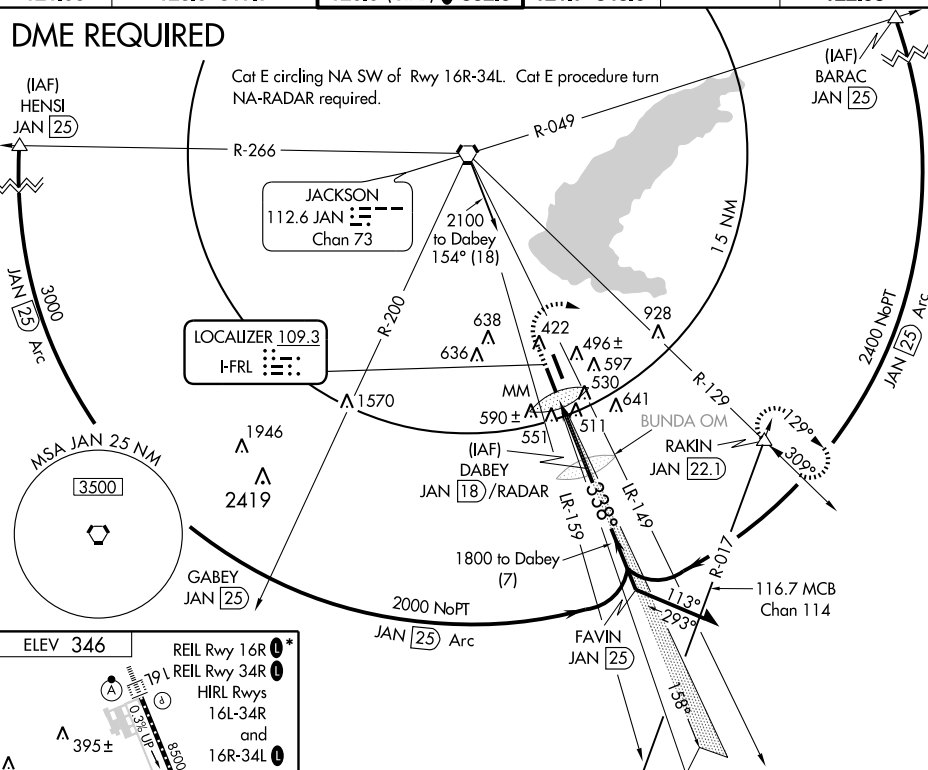
MALSR



MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

ATIS <b>121.05</b>	JACKSON APP CON* <b>123.9 317.7</b>	JACKSON TOWER* <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0*</b>	UNICOM <b>122.95</b>
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## DME REQUIRED



LOC I-JAN <b>110.5</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>312</b> <b>346</b>
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# ILS RWY 16L (CAT II)

## JACKSON-EVERS INTL (JAN)

**T** When Control Tower closed Cat II not authorized.  
**ASR**

ALSF-2



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS  
**121.05**

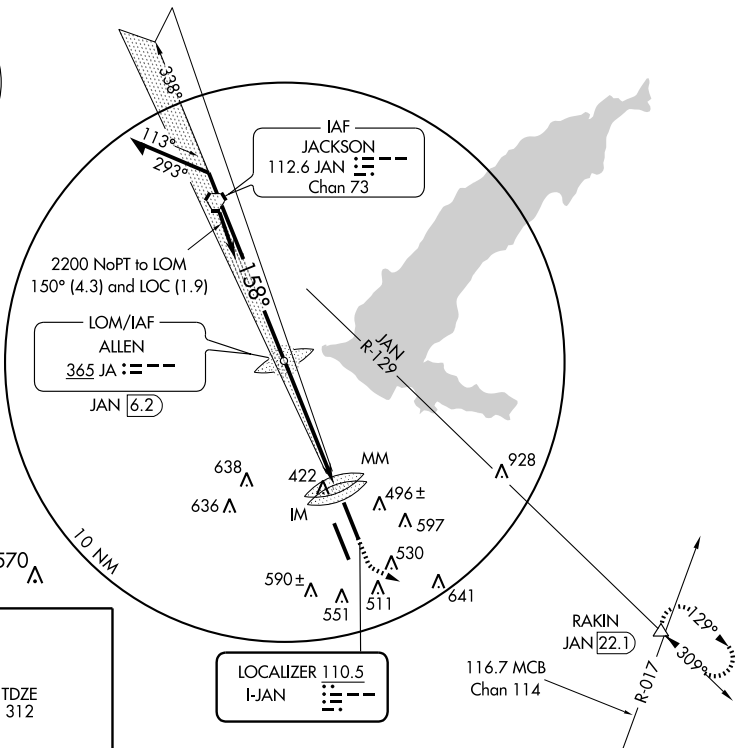
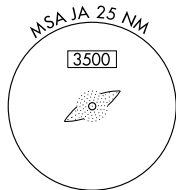
JACKSON APP CON \*  
**123.9 317.7**

JACKSON TOWER \*  
**120.9 (CTAF) 0 352.0**

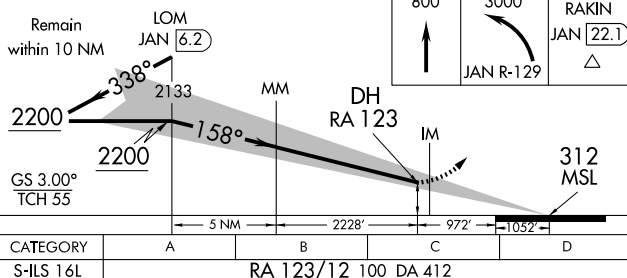
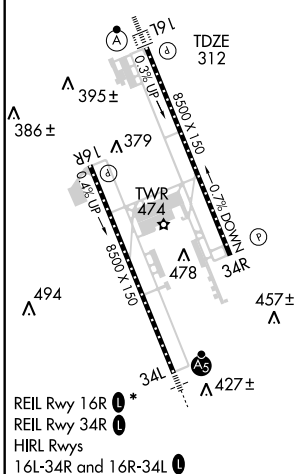
GND CON  
**121.7 348.6**

**120.7 0 \***

UNICOM  
**122.95**



ELEV 346



**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC I-JAN <b>110.5</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>312</b> <b>346</b>
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**ILS RWY 16L (CAT III)**  
JACKSON-EVERS INTL (JAN)

**⚠** When Control Tower closed Cat IIIA and Cat IIIB not authorized.  
**ASR**

ALSF-2  
**(A)**

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS  
**121.05**

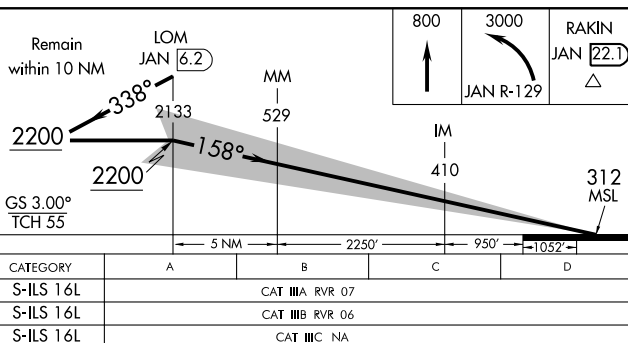
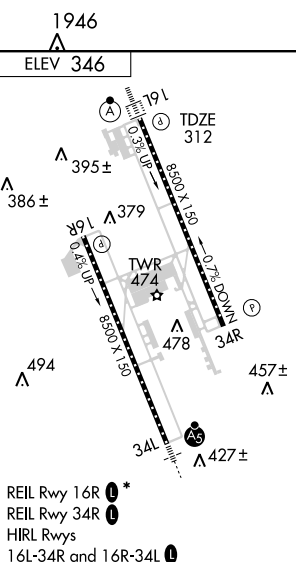
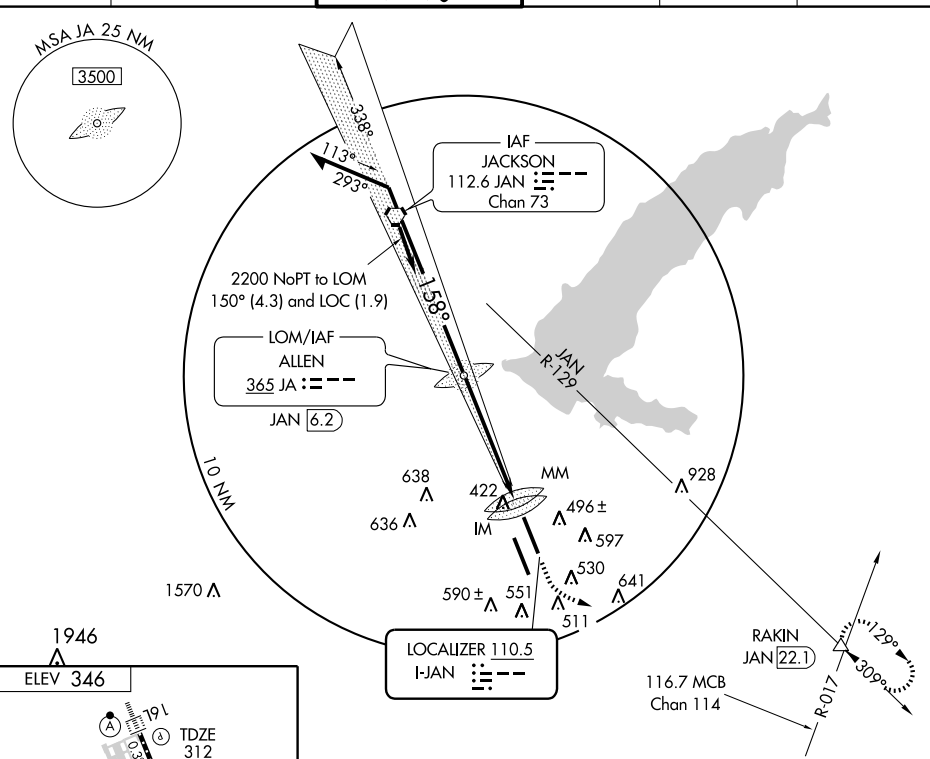
JACKSON APP CON \*  
**123.9 317.7**

JACKSON TOWER \*  
**120.9 (CTAF) 0 352.0**

GND CON  
**121.7 348.6**

**120.7 0 \***

UNICOM  
**122.95**




**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC I-JAN <b>110.5</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>312</b> <b>346</b>
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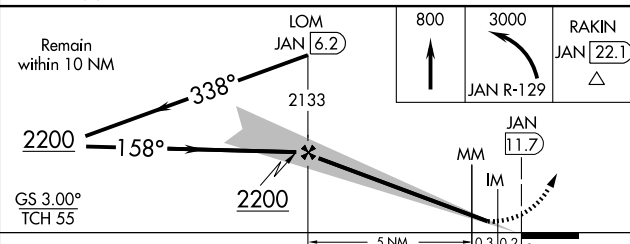
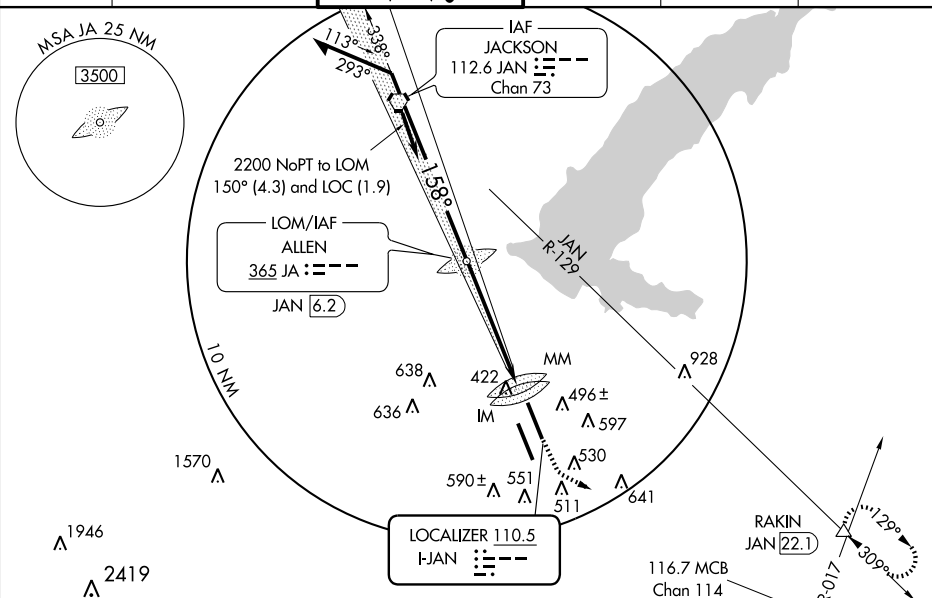
# ILS RWY 16L

## JACKSON-EVERS INTL (JAN)

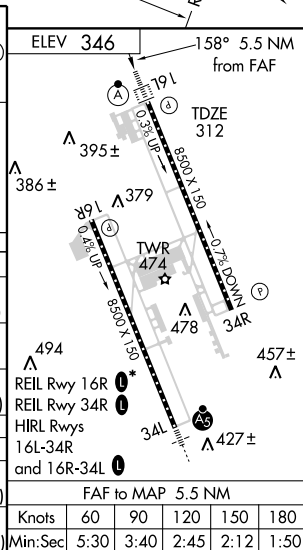
**⚠** Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

ALSF-2  
**ⓐ**   
MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS <b>121.05</b>	JACKSON APP CON ★ <b>123.9 317.7</b>	JACKSON TOWER ★ <b>120.9</b> (CTAF) <b>0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0*</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-ILS 16L	512/18	200 (200-½)			512/24 200 (200-½)
S-LOC 16L	720/24	408 (400-½)		720/40	408 (400-¾)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
CONTROL TOWER CLOSED					
S-ILS 16L	512-¾	200 (200-¾)			
S-LOC 16L	720-1	408 (400-1)	720-1¼	408 (400-1¼)	720-1½ 408 (400-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)



# JACKSON FOUR DEPARTURE

(JAN4.JAN) 08213

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)  
JACKSON, MISSISSIPPI

ATIS 121.05  
GND CON  
121.7 348.6  
JACKSON TOWER ★  
120.9 (CTAF) 352.0

NOTE: Chart not to scale.

NOTE: Use frequency depicted within sector where Fix/NAVAID for your route is located.

**WEST DEPARTURE**  
125.25 319.2

**EAST DEPARTURE**  
123.9 317.7

**NASHVILLE**  
114.1 BNA   
Chan 88  
N36°08.22' -W86°41.09'  
L-16, H-6-9

**MEMPHIS**  
117.5 MEM   
Chan 122  
N35°00.91' -W89°58.99'  
L-18, H-6

**VULCAN**  
114.4 VUZ   
Chan 91  
N33°40.21' -W86°53.99'  
L-18, H-6-9

**LITTLE ROCK**  
113.9 LIT   
Chan 86  
N34°40.66' -W92°10.83'  
L-18, H-6

**TUPELO**  
109.8 OTB   
Chan 35  
N34°13.43' -W88°47.84'  
L-18

**BIGBEE**  
116.2 IGB   
Chan 109  
N33°29.13' -W88°30.82'  
L-18, H-6

**PINE BLUFF**  
116.0 PBF   
Chan 107  
N34°14.81' -W91°55.57'  
L-18

**SIDON**  
114.7 SQS   
Chan 94  
N33°27.83' -W90°16.64'  
L-18, H-6

**MONTICELLO**  
111.6 MON   
Chan 53  
N33°33.72' -W91°42.94'  
L-18

**EL DORADO**  
115.5 ELD   
Chan 102  
N33°15.37' -W92°44.64'  
L-17

**MERIDIAN**  
117.0 MEI   
Chan 117  
N32°22.71' -W88°48.26'  
L-18, H-6

**GREENVILLE**  
110.2 GLH   
Chan 39  
N33°31.41' -W90°58.98'  
L-18

**JACKSON**  
112.6 JAN   
Chan 73  
N32°30.45' -W90°10.06'  
L-18, H-6

**MONTGOMERY**  
112.1 MGM   
Chan 58  
N32°13.34' -W86°19.18'  
L-18, H-6-9

**NATCHEZ**  
110.0 HEZ   
Chan 37  
N31°37.09' -W91°17.98'  
L-22

**EATON**  
110.6 LBY   
Chan 43  
N31°25.12' -W89°20.26'  
L-22

**BELCHER**  
117.4 EIC   
Chan 121  
N32°46.28' -W93°48.60'  
L-17, H-6

**MONROE**  
117.2 MLU   
Chan 119  
N32°31.01' -W92°02.16'  
L-18

**McCOMB**  
116.7 MCB   
Chan 114  
N31°18.27' -W90°15.49'  
L-21-22, H-6

**MONROEVILLE**  
116.8 MVC   
Chan 115  
N31°27.63' -W87°21.17'  
L-22

**ALEXANDRIA**  
116.1 AEX   
Chan 108  
N31°15.40' -W92°30.06'  
L-21-22, H-6

**SEMMES**  
115.3 SJL   
Chan 100  
N30°43.56' -W88°21.56'  
L-21-22, H-6-7-8

**HUMBLE**  
116.6 IAH   
Chan 113  
N29°57.42' -W95°20.74'  
L-19-21, H-7

**BATON ROUGE**  
116.5 BTR   
Chan 112  
N30°29.11' -W91°17.64'  
L-21-22

**GULFPORT**  
109.0 GPT   
Chan 27  
N30°24.41' -W89°04.61'  
L-21-22

## DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route.  
Maintain 5000' or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

JACKSON FOUR DEPARTURE  
(JAN4.JAN) 08213

JACKSON, MISSISSIPPI  
JACKSON-EVERS INTL (JAN)

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>72911</b> <b>W16A</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>312</b> <b>346</b>
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## RNAV (GPS) RWY 16L

JACKSON-EVERS INTL (JAN)

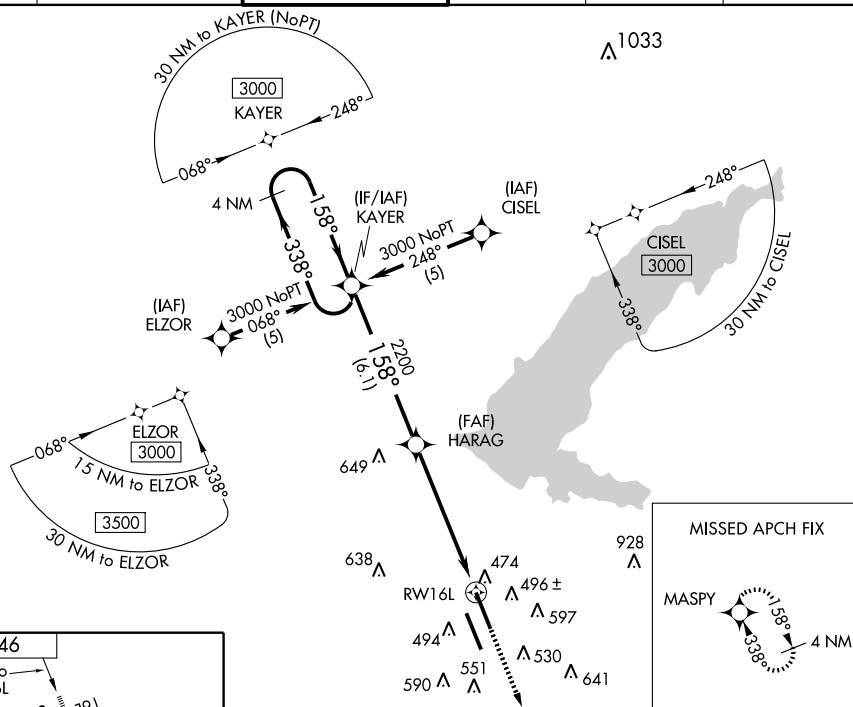
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA ASR 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

ALSIF-2

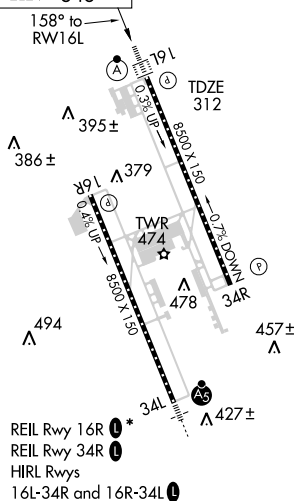


MISSED APPROACH: Climb to 3000 direct MASPBY and hold.

ATIS <b>121.05</b>	JACKSON APP CON ★ <b>123.9 317.7</b>	JACKSON TOWER ★ <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0 *</b>	UNICOM <b>122.95</b>
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ELEV 346



4 NM Holding Pattern KAYER		VGSi and RNAV glidepath not coincident.		3000	MASPY		
3000 158° → 338°		HARAG		*1.2 NM to RWY 16L	*LNAV only		
GS 3.00° TCH 55		2200		RWY 16L			
6.1 NM		4.5 NM		1.2 NM			
CATEGORY	A	B	C	D			
LPV DA	512/24 200 (200-½)						
LNAV/VNAV DA	724/50 412 (400-1)						
LNAV MDA	760/24 448 (500-½)	760/40 448 (500-¾)	760/50 448 (500-1)				
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)			



WAAS CH <b>61301</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>329</b> <b>346</b>
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## RNAV (GPS) RWY 34L

JACKSON-EVERS INTL (JAN)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.



MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

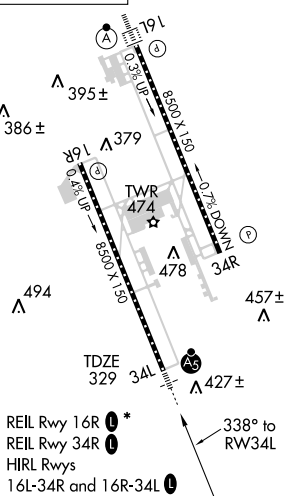
ATIS <b>121.05</b>	JACKSON APP CON ★ <b>123.9 317.7</b>	JACKSON TOWER ★ <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0*</b>	UNICOM <b>122.95</b>
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MISSED APCH FIX



2419

ELEV 346



REIL Rwy 16R 1\*  
REIL Rwy 34R 1\*  
HIRL Rwy 16L-34R and 16R-34L 1

32°19' N-90°05' W

JACKSON-EVERS INTL (JAN)

## RNAV (GPS) RWY 34L

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>45811</b> <b>W34B</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev <b>346</b>
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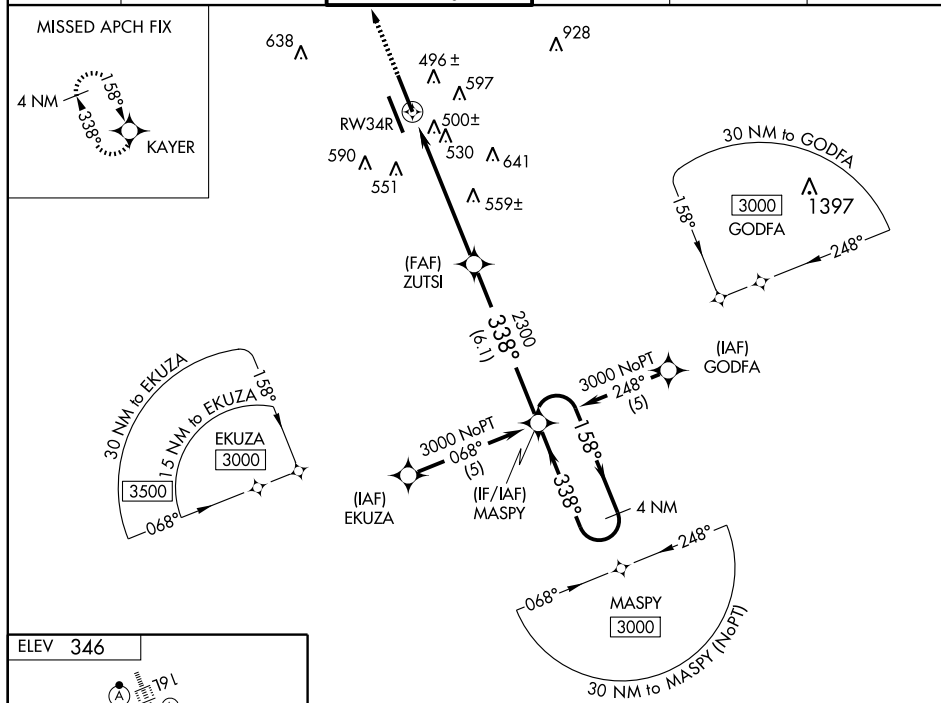
## RNAV (GPS) RWY 34R

JACKSON-EVERS INTL (JAN)

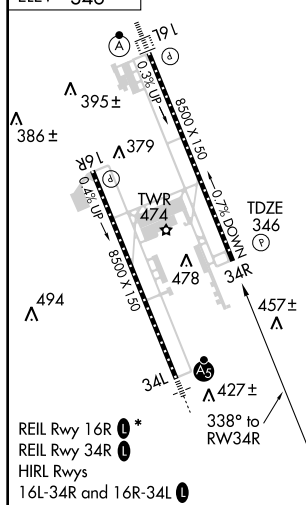
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cals visibility to 1½ mile. VDP and ASR Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS <b>121.05</b>	JACKSON APP CON ★ <b>123.9 317.7</b>	JACKSON TOWER ★ <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0 *</b>	UNICOM <b>122.95</b>
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ELEV 346



3000	KAYER	VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern
↑	✧	ZUTSI	MASPY	
* LNAV only	* 1.3 NM to RW34R			
RW34R				
1.3	4.6 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA	738/60 392 (400-1¼)			
LNAV/VNAV DA	846-1¾ 500 (500-1¾)			
LNAV MDA	820/50	474 (500-1)	820/60	820-1½
			474 (500-1¼)	474 (500-1½)
CIRCLING	840-1	880-1	880-1½	900-2
	494 (500-1)	534 (600-1)	534 (600-1½)	554 (600-2)

JACKSON, MISSISSIPPI

Amdt 1 09127

32°19'N-90°05'W

JACKSON-EVERS INTL (JAN)

RNAV (GPS) RWY 34R

VORTAC JAN  
112.6  
Chan 73

APCH CRS  
152°

Rwy Idg 8500  
TDZE 311  
Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)

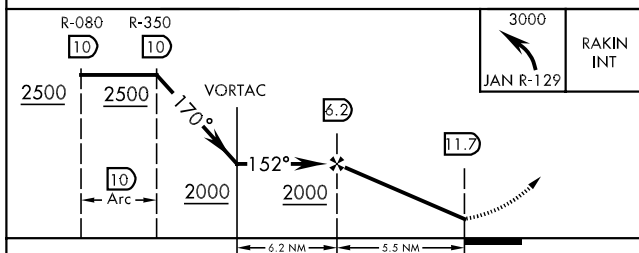
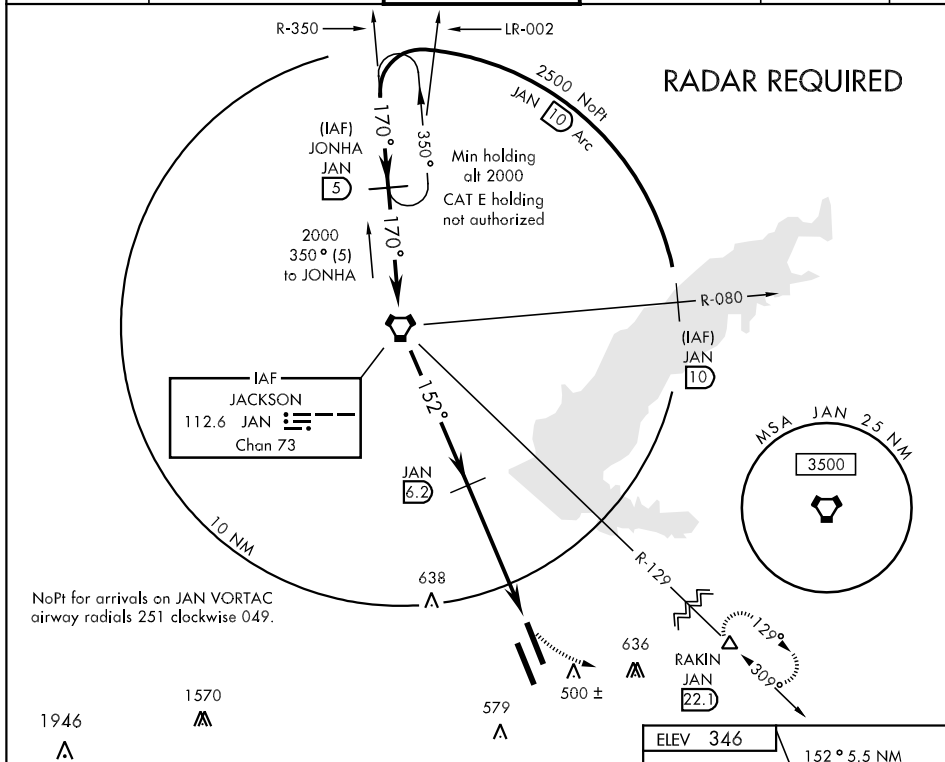


\* CAT E circling not authorized SW of Rwy 16R-34L.  
\*\* When ALS inop, increase CAT E vis to 1½ miles.

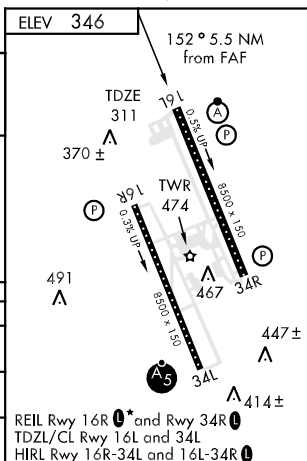


MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS 121.05	JACKSON APP CON 123.9 317.7	JACKSON TOWER 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.70*	ASR
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CATEGORY	A	B	C	D	E
S-16L	740/24 429 (400-½)	740/40 429 (400-¾)	740/50 429 (400-1)		
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 16L**	740/24 429 (500-½)	740/40 429 (500-¾)	740/50 429 (500-1)		



VORTAC JAN  
112.6  
Chan 73

APCH CRS  
155°

Rwy Idg	<b>8500</b>
TDZE	<b>319</b>
Arpt Elev	<b>346</b>

AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)

(JAN)



\* CAT E circling not authorized SW of Rwy 16R-34L.

**MISSED APPROACH:** Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS  
121.05

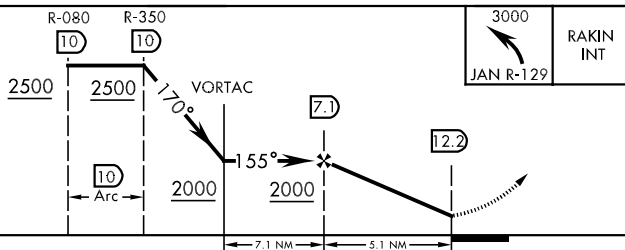
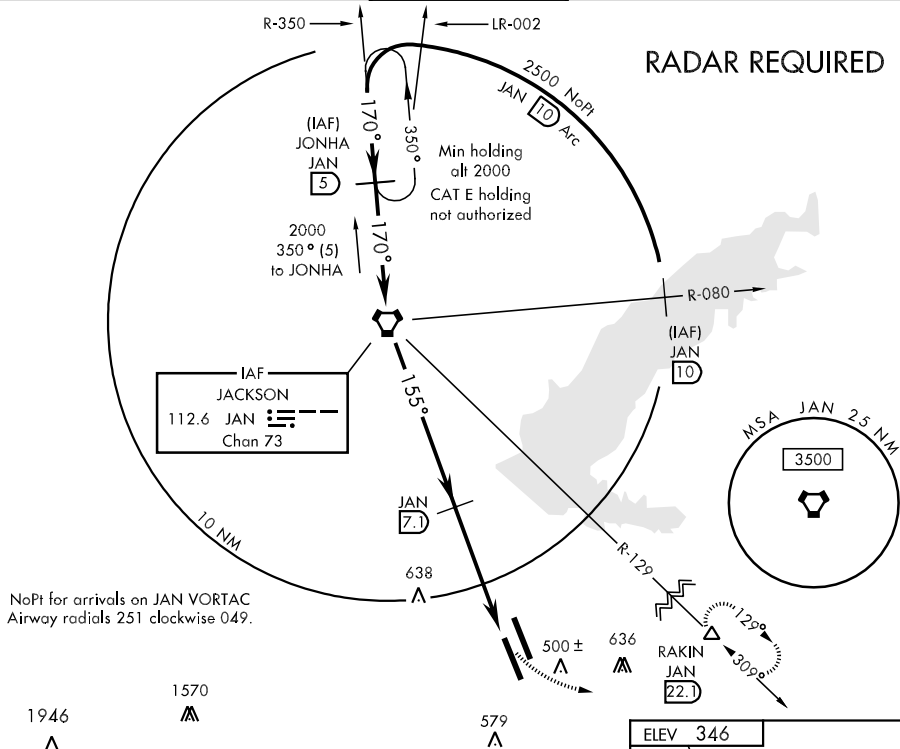
JACKSON APP CON  
123.9 317.7

JACKSON TOWER  
120.9 (CTAF) **L** 352.0

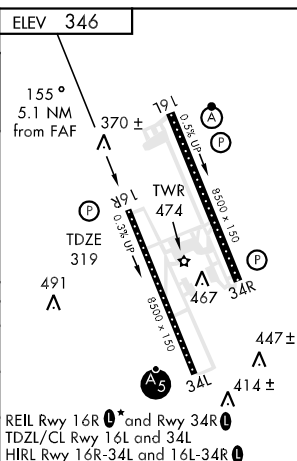
GND CON  
121.7 348.6

120.7 0\*

ASR



CATEGORY	A	B	C	D	E
S-16R	760-1 441 (500-1)	760-1½ 441 (500-1½)	760-1½ 441 (500-1½)	760-1½ 441 (500-1½)	760-1½ 441 (500-1½)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 16R	740-1 421 (500-1)	740-1½ 421 (500-1½)	740-1½ 421 (500-1½)	740-1½ 421 (500-1½)	740-1½ 421 (500-1½)



JACKSON, MISSISSIPPI

32° 19' N-90° 05' W

JACKSON-EVERS INTL (JAN)

09127

TACAN RWY 16R

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

VORTAC JAN  
112.6  
Chan 73

APCH CRS  
335°

Rwy Idg 8500  
TDZE 329  
Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)

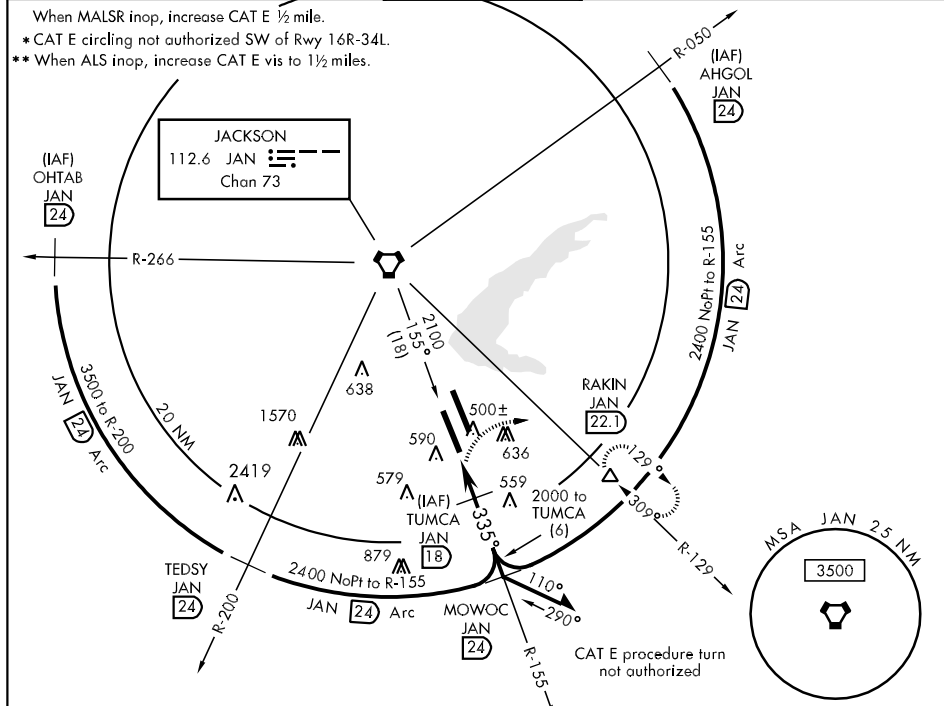
When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.



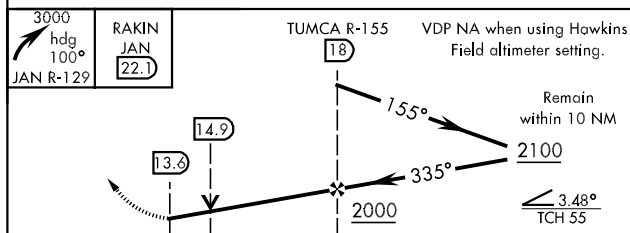
MISSED APPROACH: Climbing right turn to 3000 via heading 100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME and hold.

ATIS 121.05	JACKSON APP CON 123.9 317.7	JACKSON TOWER 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	ASR
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When MALSR inop, increase CAT E ½ mile.  
\* CAT E circling not authorized SW of Rwy 16R-34L.  
\*\* When ALS inop, increase CAT E vis to 1½ miles.



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-34L	840/24	511 (500-½)	840/50	511 (500-1)	840/60 511 (500-1¼)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
S-ASR 34L**	800-½	472 (500-½)	800-¾ 472 (500-¾)	800-1 472 (500-1)	800-1¼ 472 (500-1¼)

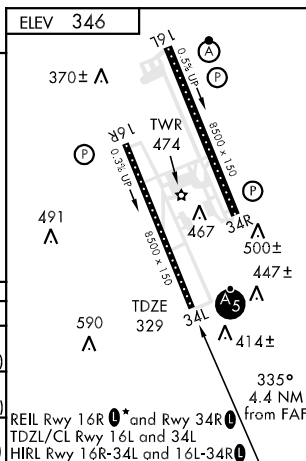
JACKSON, MISSISSIPPI

32° 19' N-90° 05' W

JACKSON-EVERS INTL (JAN)

Amdt 1 09183

TACAN RWY 34L



REIL Rwy 16R 0\* and Rwy 34R 0  
TDZL/CL Rwy 16L and 34L  
HIRL Rwy 16R-34L and 16L-34R 0

VORTAC JAN <b>112.6</b> Chan <b>73</b>	APCH CRS <b>332°</b>	Rwy Idg <b>8500</b> TDZE <b>346</b> Arpt Elev <b>346</b>
--	-------------------------	--

AL-5132 [USAF]

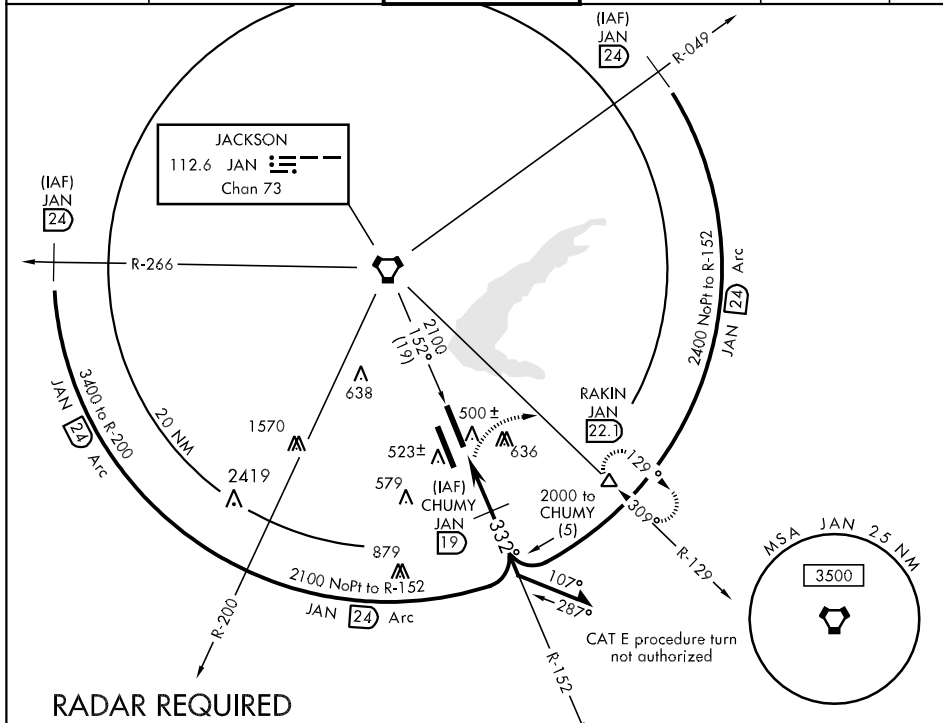
JACKSON-EVERS INTL (JAN)



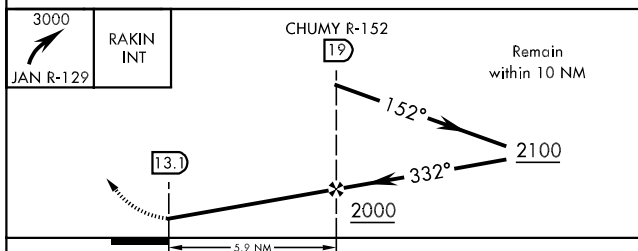
\* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing right turn to 3000  
via JAN R-129 to RAKIN INT and hold.

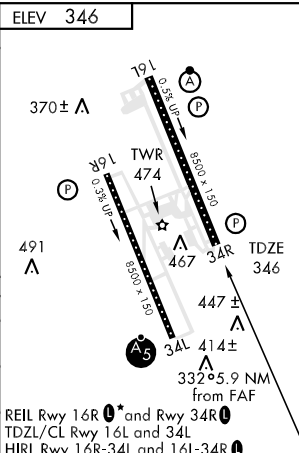
ATIS <b>121.05</b>	JACKSON APP CON <b>123.9 317.7</b>	JACKSON TOWER <b>120.9 (CTAF) 0352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0*</b>	ASR
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RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-34R	820/50 474 (500-1)		820/60 474 (500-1½)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 34R	820/50 474 (500-1)		820/60 474 (500-1½)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)



**KEY FLD** (See MERIDIAN)**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

MEMPHIS

480 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 14-32: H5000X75 (ASPH) S-18 MIRL

IAP

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Wildlife on and in/ovf rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.

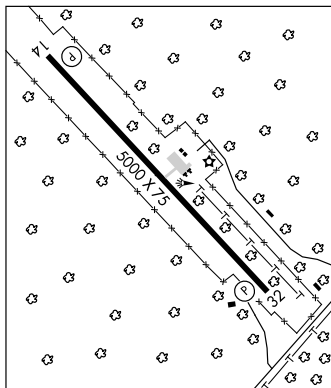
**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

**LAUREL** N31°40.21' W89°10.44'

NEW ORLEANS

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

L-22G

**LAUREL****HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

NEW ORLEANS

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-22G

RWY 13-31: H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

IAP

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z, Sat

1500-0000Z, Sun 1900-0000Z. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop

duster activity in/ovf arpt. Ultralight activity on and in/ovf arpt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

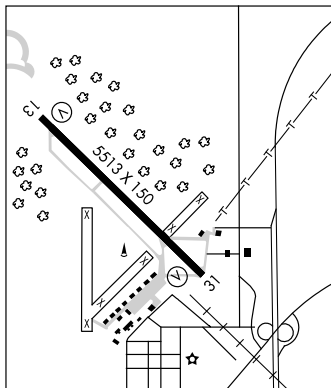
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

**LEXINGTON****C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

MEMPHIS

340 B NOTAM FILE GWO

L-18G

RWY 01-19: H3199X60 (ASPH) S-20 MIRL 0.5% up NE

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees. RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. Wildlife on and in/ovf rwy.**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

APP CRS  
**137°**

Rwy Idg **5000**  
TDZE **480**  
Apt Elev **480**

# RNAV (GPS) RWY 14

KOSCIUSKO-ATTALA COUNTY (OSX)

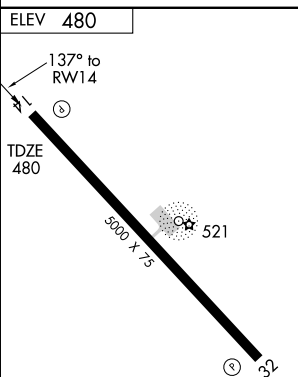
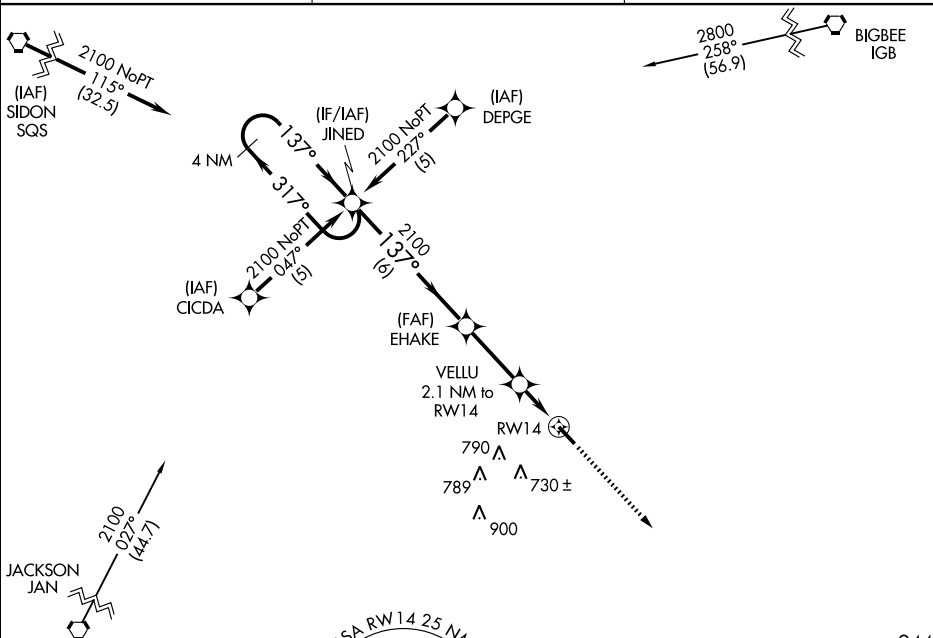
**▼** DME/DME RNP-0.3 NA. Procedure not authorized at night.  
**▲** NA Use Philadelphia altimeter setting; if not received, use  
Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

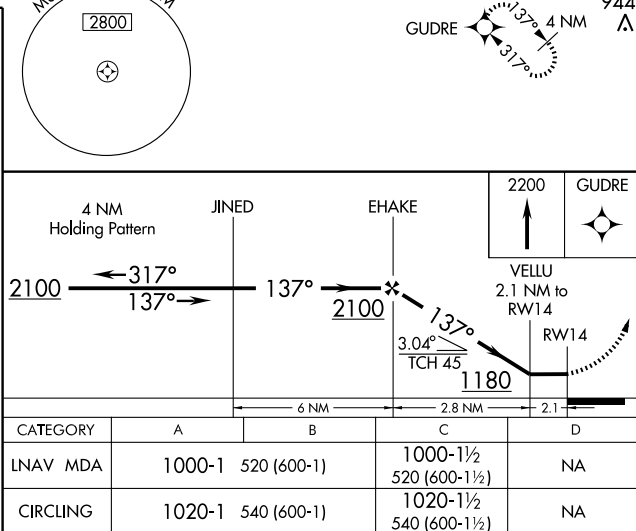
PHILADELPHIA AWOS-3  
**118.725**

MEMPHIS CENTER  
**132.75 263.0**

CTAF  
**122.9 0**



MIRL Rwy 14-32 **0**



APP CRS	Rwy Idg	<b>5000</b>
<b>317°</b>	TDZE	<b>480</b>
	Apt Elev	<b>480</b>

# RNAV (GPS) RWY 32

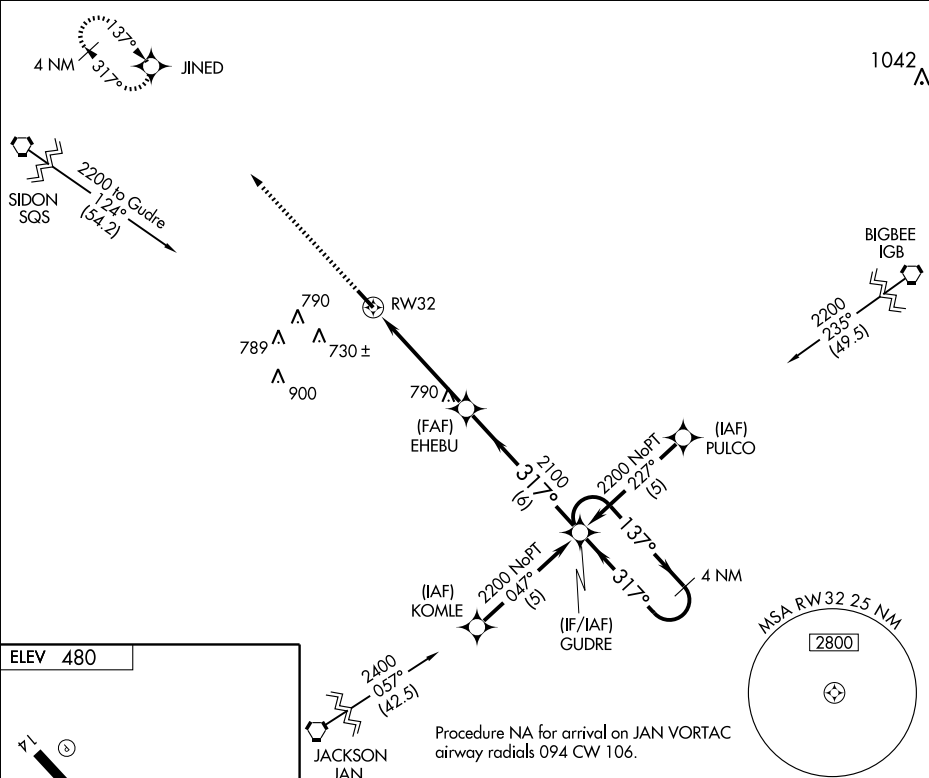
**T** DME/DME RNP-0.3 NA. Procedure not authorized at night.  
**A** NA Use Philadelphia altimeter setting; if not received, use  
 Greenwood altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 2100 direct JINED and hold.

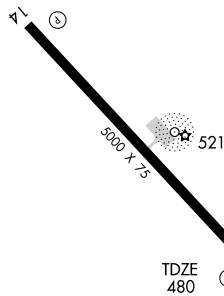
PHILADELPHIA AWOS-3  
118.725

MEMPHIS CENTER  
132.75 263.0

CTAF  
122.9



ELEV	480
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MIRL Rwy 14-32 **L**

KOSCIUSKO, MISSISSIPPI

Orig 10042

33°05' N-89°33' W

KOSCIUSKO-ATTALA COUNTY (OSX)

## RNAV (GPS) RWY 32

The diagram illustrates the EHEBU VOR/DME station's location and associated flight paths. Key features include:

- Station Location:** EHEBU is located 4.9 NM from RW32 and 6 NM from Gudre.
- Bearings:** The bearing from EHEBU to Gudre is 317°. The bearing from Gudre back to EHEBU is 137°. The bearing from EHEBU to the 2100 frequency is 317°. The bearing from the 2100 frequency back to EHEBU is 137°.
- Frequency:** The station operates at 2100 MHz.
- Navigation Mode:** The station is used for LNAV MDA and Circling operations.

CATEGORY	A	B	C	D
LNAV MDA	960-1	480 (500-1)	960-1¼ 480 (500-1¼)	NA
CIRCLING	1020-1	540 (600-1)	1020-1½ 540 (600-1½)	NA

**KEY FLD** (See MERIDIAN)**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

MEMPHIS

480 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 14-32: H5000X75 (ASPH) S-18 MIRL

IAP

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Wildlife on and in/ovf rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.

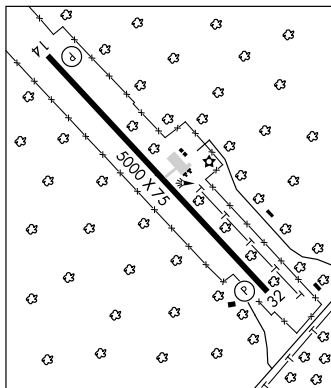
**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

**LAUREL** N31°40.21' W89°10.44'

NEW ORLEANS

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

L-22G

**LAUREL****HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

NEW ORLEANS

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-22G

RWY 13-31: H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

IAP

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z, Sat

1500-0000Z, Sun 1900-0000Z. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop

duster activity in/ovf arpt. Ultralight activity on and in/ovf arpt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

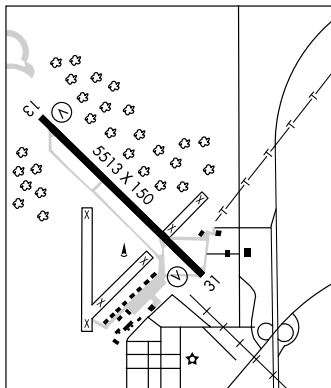
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

**LEXINGTON****C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

MEMPHIS

340 B NOTAM FILE GWO

L-18G

RWY 01-19: H3199X60 (ASPH) S-20 MIRL 0.5% up NE

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. Wildlife on and in/ovf rwy.**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

NDB THJ <b>346</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>5513</b> <b>238</b> <b>238</b>
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**NDB RWY 13**

LAUREL/HESLER-NOBLE FIELD (LUL)

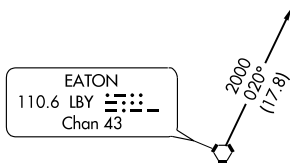
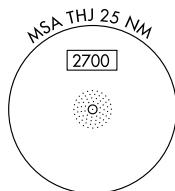
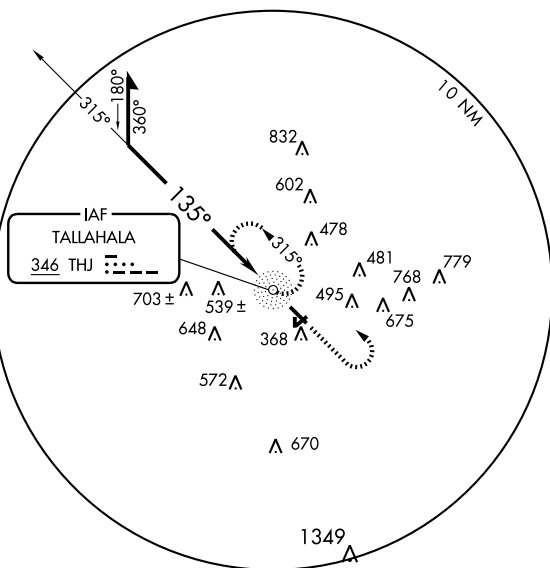


MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

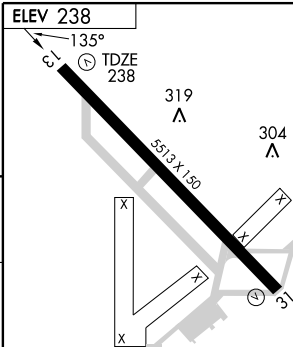
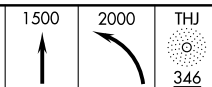
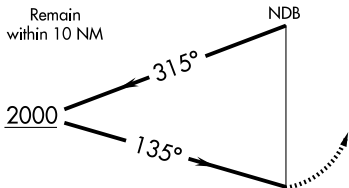
AWOS-3  
**119.275**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.05 (CTAF) 0**



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-13	900-1	662 (700-1)	900-1¾ 662 (700-1¾)	900-2 662 (700-2)
CIRCLING	900-1	662 (700-1)	900-1¾ 662 (700-1¾)	900-2 662 (700-2)

REIL Rwy 13  
HIRL Rwy 13-31

WAAS CH <b>45704</b> <b>W13A</b>	APP CRS <b>135°</b>	Rwy Idg <b>5513</b> TDZE <b>238</b> Apt Elev <b>238</b>
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# RNAV (GPS) RWY 13

LAUREL/HESLER-NOBEL FIELD (LUL)



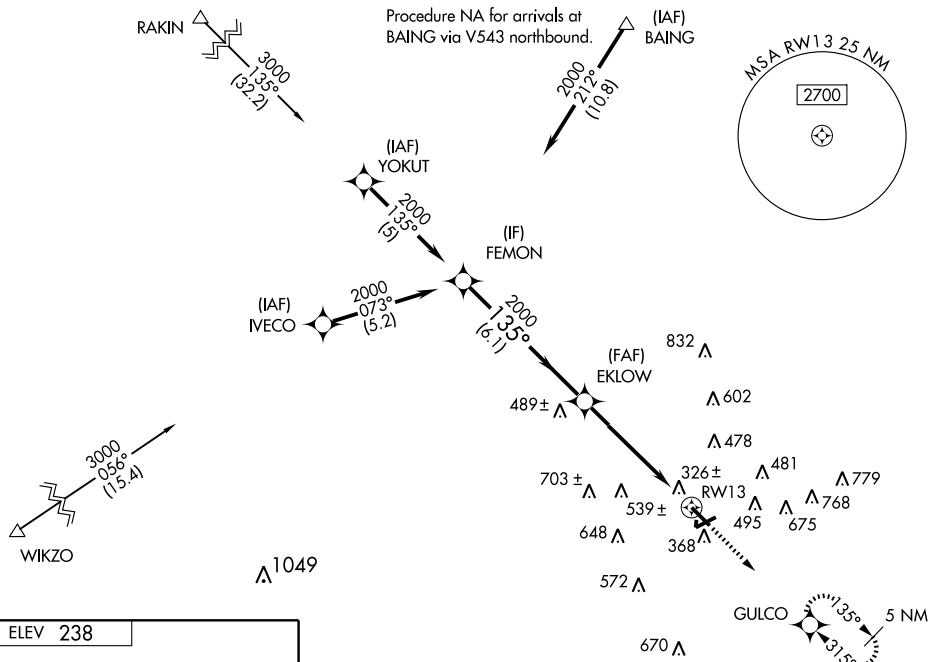
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH:  
Climb to 2000 direct  
GULCO and hold.

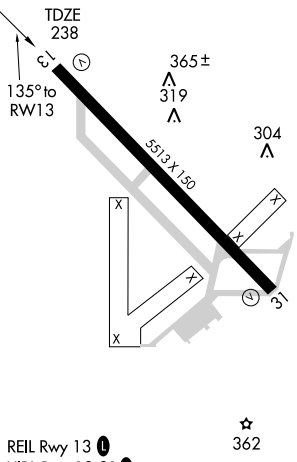
AWOS-3  
**119.275**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.05 (CTAF) 0**



ELEV 238



VGSI and RNAV glidepath not coincident.

	FEMOM	EKLOW		
	2000	2000	135°	135°
Procedure Turn NA				
GS 3.00°				
TCH 40				
	6.1 NM	4.3 NM	1.1 NM	
CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	623-1½ 385 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

WAAS CH <b>86404</b> <b>W31A</b>	APP CRS <b>315°</b>	Rwy Idg <b>5513</b> TDZE <b>238</b> Apt Elev <b>238</b>
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# RNAV (GPS) RWY 31

LAUREL/HESLER-NOBEL FIELD (LUL)



NA

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct FEMON and hold.

AWOS-3  
**119.275**

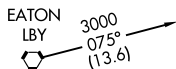
HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.05 (CTAF) 0**

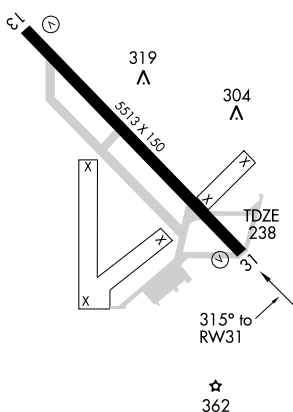
MISSED APCH FIX



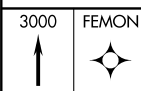
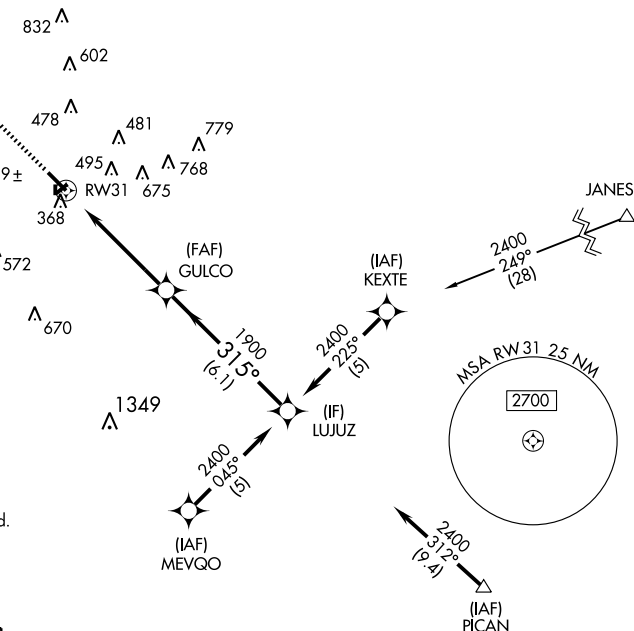
Procedure NA for arrivals at  
LBV VORTAC via V455 southwest bound.



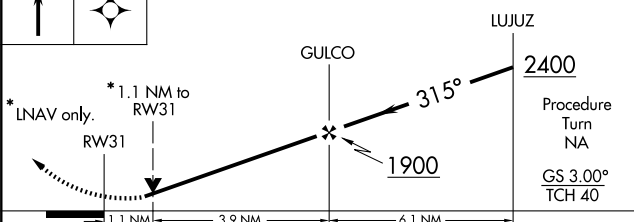
ELEV 238



REIL Rwy 13 0  
HIRL Rwy 13-31 0



VGSi and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	638-1½ 400 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

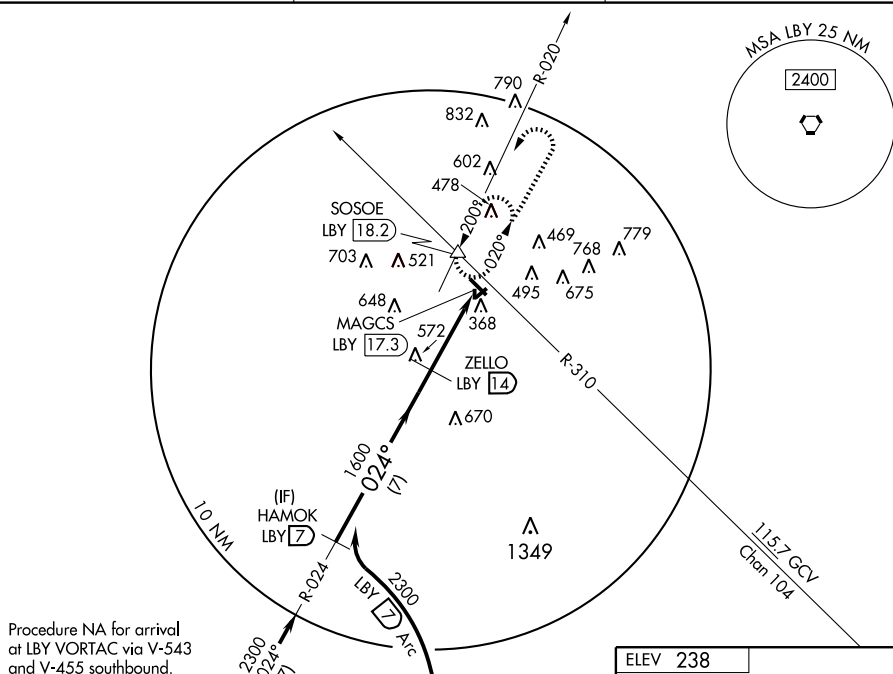
VORTAC LBY <b>110.6</b> Chan <b>43</b>	APP CRS <b>024°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>238</b>
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**VOR/DME-A**

LAUREL/HESLER-NOBLE FIELD (LUL)

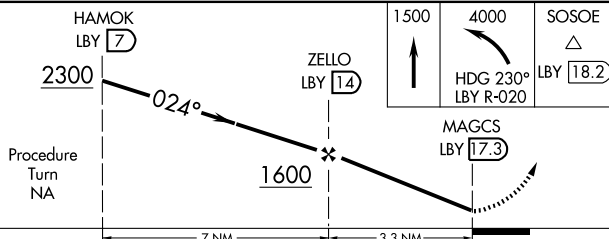
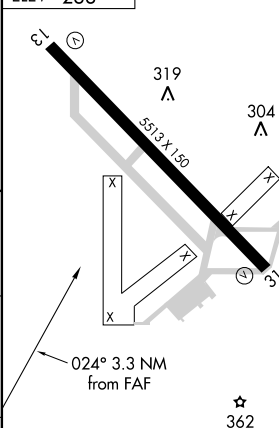
**▼** When local altimeter setting not received, use Hattiesburg-Laurel  
**▲ NA** Rgnl altimeter setting and increase all MDA 60 feet and Cat C  
 visibility to 1¼ mile.

**MISSED APPROACH:** Climb to 1500 then climbing  
 left turn to 4000 via heading 230° and LBY R-020  
 to SOSOE Int/LBY 18.2 DME and hold.

AWOS-3  
**119.275**HOUSTON CENTER  
**126.8 327.8**UNICOM  
**123.05** (CTAF) **0**

Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.

ELEV 238



CATEGORY	A	B	C	D
CIRCLING	820-1 582 (600-1)	820-1½ 582 (600-1½)	820-2 582 (600-2)	820-2 582 (600-2)

REIL Rwy 13  
HIRL Rwy 13-3

**KEY FLD** (See MERIDIAN)**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

MEMPHIS

480 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 14-32: H5000X75 (ASPH) S-18 MIRL

IAP

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Wildlife on and invof rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.

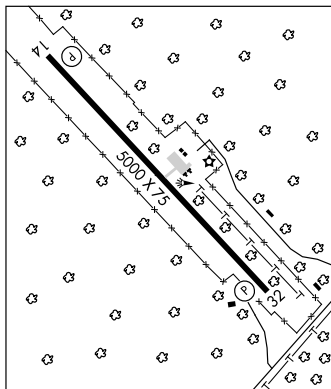
**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

**LAUREL** N31°40.21' W89°10.44'

NEW ORLEANS

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

L-22G

**LAUREL****HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

NEW ORLEANS

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-22G

RWY 13-31: H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

IAP

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z, Sat

1500-0000Z, Sun 1900-0000Z. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop

duster activity invof arpt. Ultralight activity on and invof arpt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

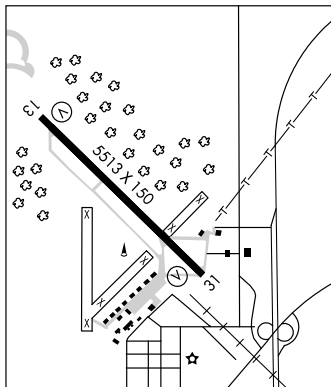
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

**LEXINGTON****C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

MEMPHIS

340 B NOTAM FILE GWO

L-18G

RWY 01-19: H3199X60 (ASPH) S-20 MIRL 0.5% up NE

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. Wildlife on and invof rwy.**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SOS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

VORTAC SQS <b>114.7</b> Chan <b>94</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>340</b>
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# VOR/DME or GPS-A

LEXINGTON/ C.A. MOORE (19M)

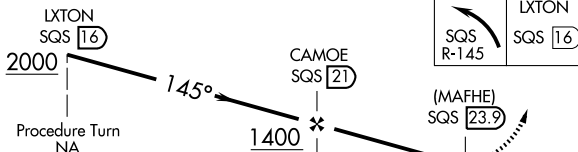
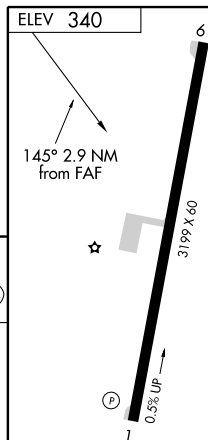
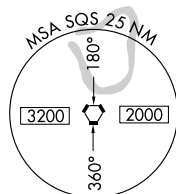
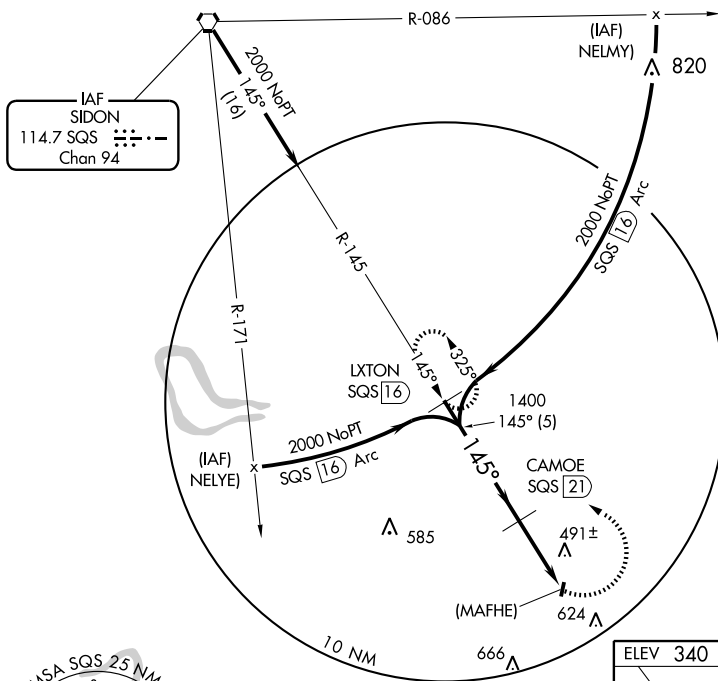
▼ Use Greenwood FSS altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to LXTON 16 DME and hold.

MEMPHIS CENTER  
**132.5 259.1**

CTAF  
**122.9**



CATEGORY	A	B	C	D
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA

MIRL Rwy 1-19

## LONG BEACH

**VORTEX HELIPORT** (35M) 4 N UTC-6(-5DT) N30°23.32' W89°09.92'

NEW ORLEANS

24 B NOTAM FILE GWO

Not insp.

**HELIPAD H1:** 75X75 (TURF)

**AIRPORT REMARKS:** Attended 1400-2300Z±. 30' p-line west, 45' trees and 30' p-line south of helipad. Maintain tfc patterns east of helipad. High volume student training on and invof heliport.

**COMMUNICATIONS:** CTAF 122.9

**LOUISVILLE WINSTON CO** (LMS) 1 N UTC-6(-5DT) N33°08.77' W89°03.75'

MEMPHIS

575 B FUEL 100LL, JET A NOTAM FILE GWO

L-186

**Rwy 17-35:** H4519X75 (ASPH) S-12 MIRL 0.3% up S

IAP

**Rwy 17:** PAPI(P2L)—GA 3.25° TCH 48'. Trees.

**Rwy 35:** PAPI(P2L)—GA 3.75° TCH 52'. Trees.

**AIRPORT REMARKS:** Unattended. For fuel and other svcs call 601-773-8304. Deer on and invof arpt. PAEW adjacent Rwy 17-35. ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

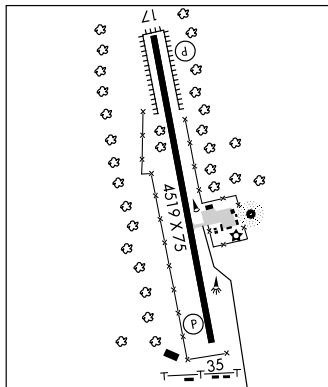
Ⓡ **MEMPHIS CENTER APP/DEP CON 132.75**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW 116.2** IGB Chan 109 N33°29.13'

W88°30.82' 230° 34.3 NM to fld. 240/04E. **HIWAS.**

**NDB (MHW) 212** LMS N33°08.63' W89°03.65' at fld.



## LUMBERTON

**I H BASS JR MEML** (4R1) 2 NW UTC-6(-5DT) N31°00.93' W89°28.95'

NEW ORLEANS

310 B NOTAM FILE GWO

L-218, 226

**Rwy 14-32:** H3000X75 (ASPH) S-22 MIRL

**Rwy 14:** PAPI(P2L). Trees. **Rwy 32:** PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Skydiving activity on weekend. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC 110.6** LBY Chan 43 N31°25.12' W89°20.26' 192° 25.3 NM to fld. 290/05E.

**MACON MUNI** (2ØM) 2 E UTC-6(-5DT) N33°08.01' W88°32.14'

MEMPHIS

238 B NOTAM FILE GWO

L-18H

**Rwy 18-36:** H3000X50 (ASPH) S-28 MIRL

**Rwy 36:** Trees.

**AIRPORT REMARKS:** Unattended. Due to limited line of sight all acft are required to announce txf and ldx CTAF—122.7.

MIRL Rwy 18-36 ops dusk-0400Z±, after 0400Z± ACTIVATE MIRL Rwy 18-36—122.7.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW 116.2** IGB Chan 109 N33°29.13' W88°30.82' 179° 21.1 NM to fld. 240/04E. **HIWAS.**

APP CRS **170°**  
 Rwy Idg **4519**  
 TDZE **575**  
 Apt Elev **575**

# GPS RWY 17

LOUISVILLE-WINSTON COUNTY (LMS)

**NA** Use Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct AGUBY WP and hold.

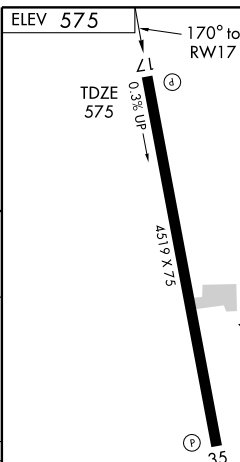
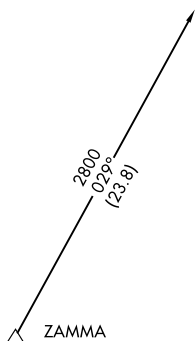
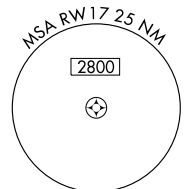
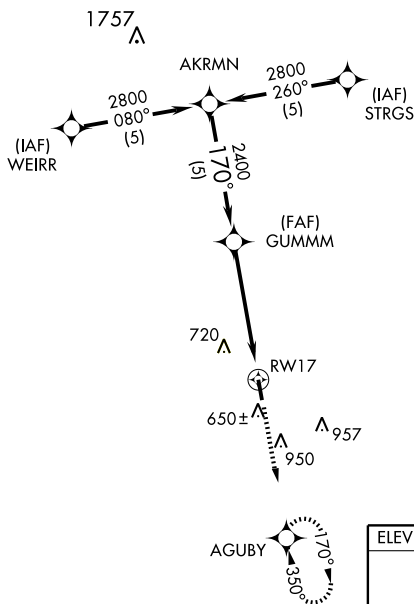
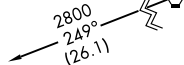
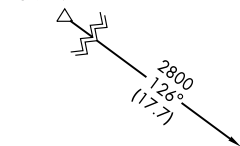
MEMPHIS CENTER  
**132.75 263.0**

UNICOM  
**122.7 (CTAF) 0**

TOMLIN

BIGBEE

IGB



3000

AGUBY

AKRMN

2800

GUMMM

170°

2400

RWY 17

Procedure  
 Turn  
 NA

5 NM 5 NM

CATEGORY	A	B	C	D
S-17	1140-1	565 (600-1)	NA	NA
CIRCLING	1180-1	605 (700-1)	NA	NA

MIRL Rwy 17-35 **0**

## MADISON

**BRUCE CAMPBELL FLD** (MBO) 2 SE UTC-6(-5DT) N32°26.32' W90°06.19'

MEMPHIS

326 B S2 FUEL 100LL JET A1 + NOTAM FILE GWO

L-186

Rwy 17-35: H4444X75 (ASPH) S-25 MIRL

IAP

Rwy 17: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

Rwy 35: PAPI(P2L)—GA 4.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended 1200-0100Z±. ACTIVATE MIRL Rwy

17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.125 (601) 605-8137.

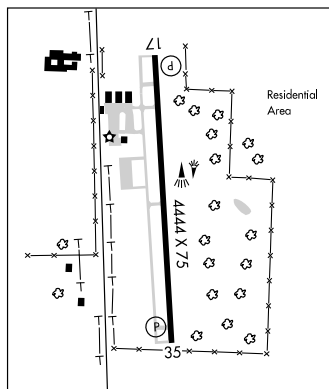
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JACKSON APP/DEP CON 123.9 (333°-152°) 125.25 (153°-332°)  
(1200-0500Z±). CLNC DEL 125.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 (0500-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'  
W90°10.06' 137° 5.3 NM to fld. 360/05E.



**MAGEE MUNI** (17M) 3 W UTC-6(-5DT) N31°51.77' W89°48.04'

NEW ORLEANS

555 B FUEL 100LL NOTAM FILE GWO

L-22F

Rwy 18-36: H3104X50 (ASPH) S-19 MIRL

Rwy 18: Thld displcd 165'. Tree.

Rwy 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 36 4' deep ditch 350' from thld. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 313° 35.6 NM to fld. 290/05E.

**MAIN PASS** MIS N29°17.73' W88°50.53'

L-21C, 22G, GOMC

AWOS-3 119.825

## MARKS

**SELFS** (MMS) 2 SW UTC-6(-5DT) N34°13.89' W90°17.37'

MEMPHIS

162 S4 FUEL 100LL NOTAM FILE GWO

L-186

Rwy 02-20: H3348X70 (ASPH) S-10 MIRL

IAP

Rwy 20: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±, Sat and Sun irregularly. For attendance hrs Sat and Sun call 662-444-4736.

Public phone avbl 662-326-9404.

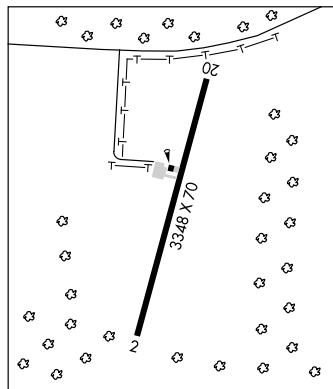
Fuel avbl 24 hr self service with credit card.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 135.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'  
W90°16.64' 356° 46.0 NM to fld. 125/03E.



**MC CAIN FLD** (See MERIDIAN NAS)

**McCHAREN FLD** (See WEST POINT)

APP CRS  
**174°**Rwy Idg **4444**  
TDZE **326**  
Apt Elev **326****RNAV (GPS) RWY 17**

MADISON/ BRUCE CAMPBELL FIELD (MBO)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDA 40 feet, and increase visibility Circling Cats C and D ¼ mile. VDP NA with Jackson-Evers Intl. altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.

AWOS-3  
**119.125**JACKSON APP CON ★  
**123.9 317.7**CLNC DEL  
**125.9**UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals on VAHNS via V555 Northbound.

(IAF) VAHNS

1320

(IAF) HARON

2100  
261°  
(10.7)

Procedure NA for arrivals on HARON via V245 Northeast bound.

(IF) DUHAB

2100  
181°  
(12)2000  
174°  
(6.4)

(FAF) AKALY

549

JACKSON JAN

4 NM

839°

582

535

479

648

674

668

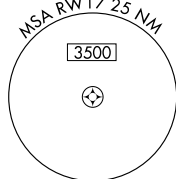
734

440

RW17

486

507



ELEV 326

174° to RW17

TDZE 326

Z1

466

380

444 X 75

35

Procedure Turn NA

VGSIs and descent angles not coincident.

2000

JAN

DUHAB

AKALY

2100

174°

2000

3.01°

TCH 55

1.5 NM to RW17

RW17

6.4 NM

3.6 NM

1.5

CATEGORY

A

B

C

D

LNAV MDA

840-1

514 (600-1)

840-1½

514 (600-1½)

840-1¾

514 (600-1¾)

CIRCLING

840-1

514 (600-1)

900-1

574 (600-1)

900-1½

574 (600-1½)

1040-2¼

714 (800-2¼)

MIRL Rwy 17-35 0

MADISON, MISSISSIPPI  
Orig 08APR10

MADISON/ BRUCE CAMPBELL FIELD (MBO)

32° 26' N-90° 06' W

**RNAV (GPS) RWY 17**

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

VORTAC JAN  
112.6  
Chan 73

APP CRS  
**137°**

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
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31	100	100
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93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A  
N/A  
326

MADISON/ BRUCE CAMPBELL FIELD (MBO)

VOR-A

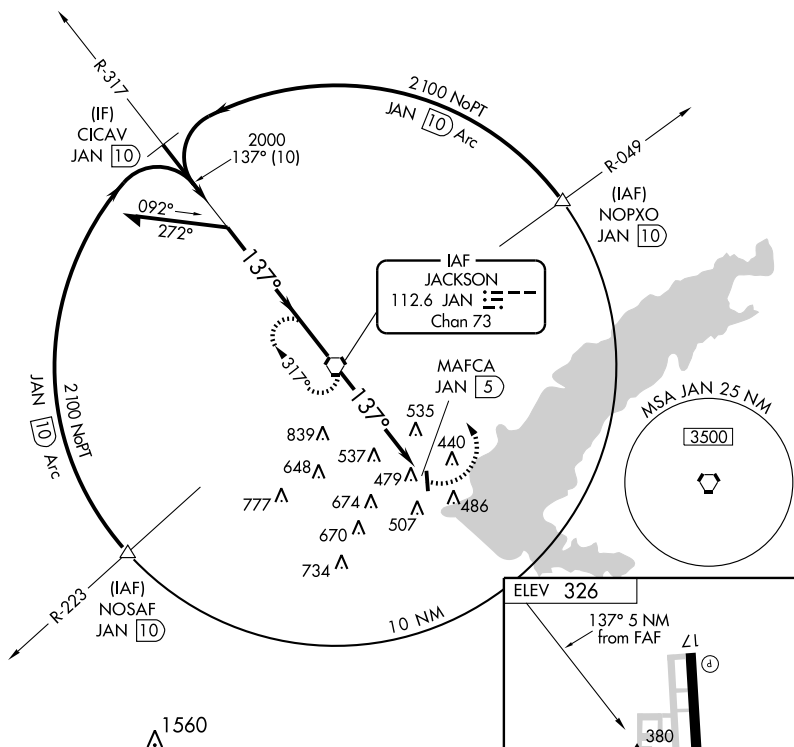


When local altimeter setting not received, use Jackson-Evers Intl. altimeter setting and increase all MDA 40 feet, and increase visibility Cat C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

AWOS-3  
119.125

JACKSON APP CON ★  
123.9 317.7

CLNC DEL  
**125.9**UNICOM  
122.8 (CTAF) **L**

Remain within 10 NM

VORTAC

17°

2000 —————  $137^\circ \rightarrow$

2000	JAN
------	-----

MAFCA  
JAN 5

JAN 5 1991

MIRL Rwy 17-35 **L**

CATEGORY	A	B	C	D
CIRCLING	880-1 554 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MADISON, MISSISSIPPI

Amdt 10 03JUN10

MADISON/ BRUCE CAMPBELL FIELD (MBO)

32° 26' N-90° 06' W

VOR-A

SC-4. 26 AUG 2010 to 23 SEP 2010

**SC-4, 26 AUG 2010 to 23 SEP 2010**

VORTAC JAN <b>112.6</b> Chan <b>73</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev <b>326</b>	<b>N/A</b> <b>N/A</b> <b>326</b>
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**VOR/DME-B**

MADISON/ BRUCE CAMPBELL FIELD (MBO)

When local altimeter setting not received, use Jackson-Evers Intl. altimeter setting and increase all MDA 40 feet, and increase visibility Cats C and D ¼ mile.

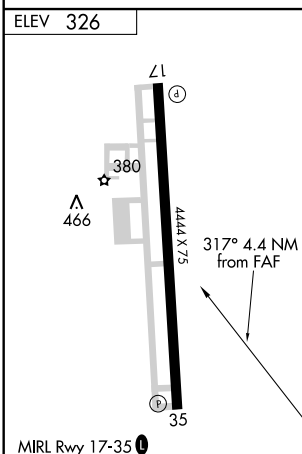
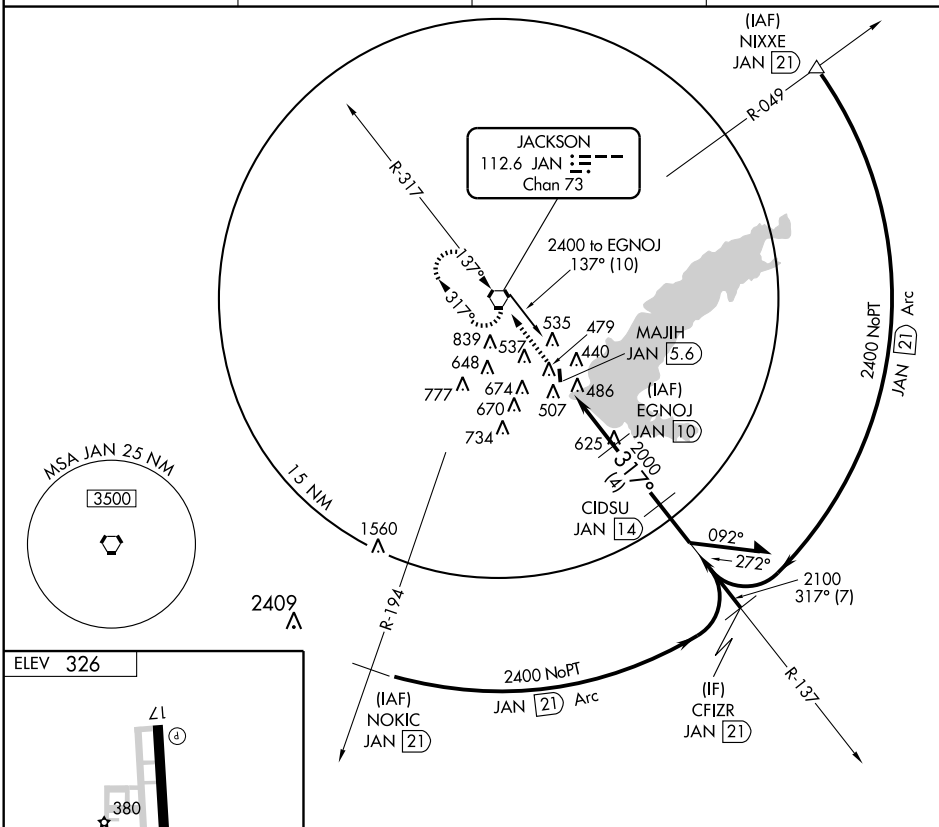
MISSED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

AWOS-3  
**119.125**

JACKSON APP CON ★  
**123.9 317.7**

CLNC DEL  
**125.9**

UNICOM  
**122.8** (CTAF) **0**



Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	840-1 514 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)



APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>3348</b> <b>162</b> <b>162</b>
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# RNAV (GPS) RWY 2

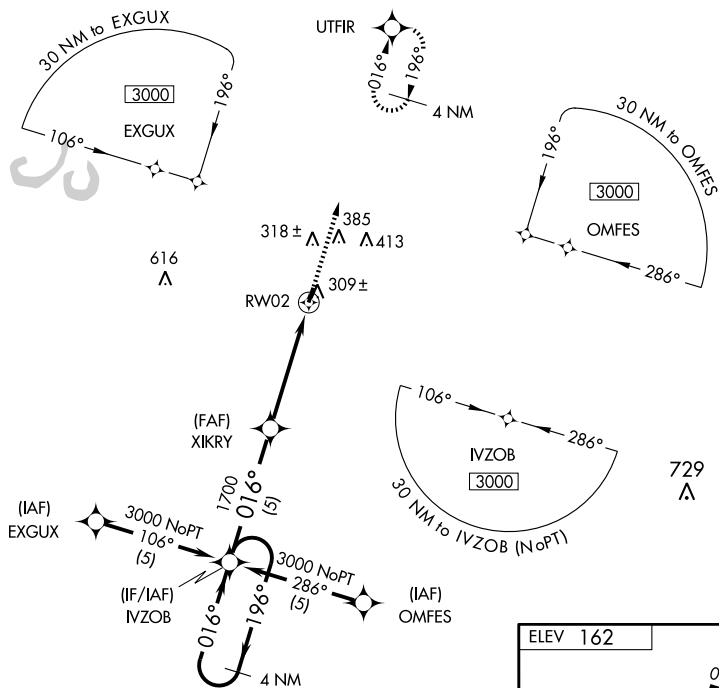
MARKS/SELFS (MMS)

▼ Use Clarksdale altimeter setting, when not received  
 ▲ NA procedure NA.  
 DME/DME RNP-0.3 not authorized.

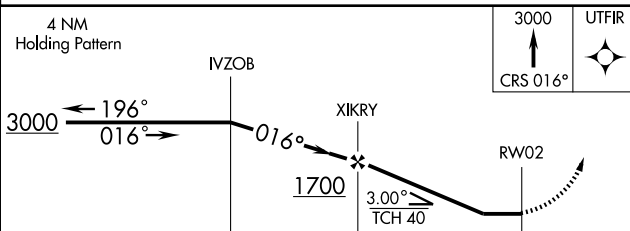
MISSED APPROACH: Climb to 3000 via  
 course 016° to UTFIR WP and hold.

MEMPHIS CENTER  
**135.3 335.8**

CTAF  
**122.9**



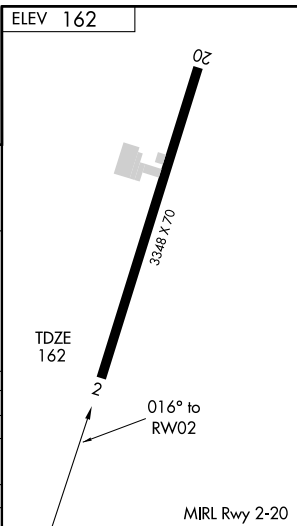
4 NM  
 Holding Pattern



3000  
 ↑  
 CRS 016°



CATEGORY	A	B	C	D
GLS DA			NA	
LNNAV/ VNAV			NA	
LNNAV MDA	600-1	438 (500-1)		NA
CIRCLING	660-1	498 (500-1)		NA



APP CRS <b>196°</b>	Rwy Idg TDZE Apt Elev	<b>3348</b> <b>162</b> <b>162</b>
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## RNAV (GPS) RWY 20

MARKS/SELFS (MMS)

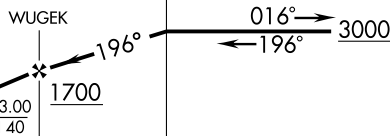
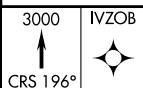
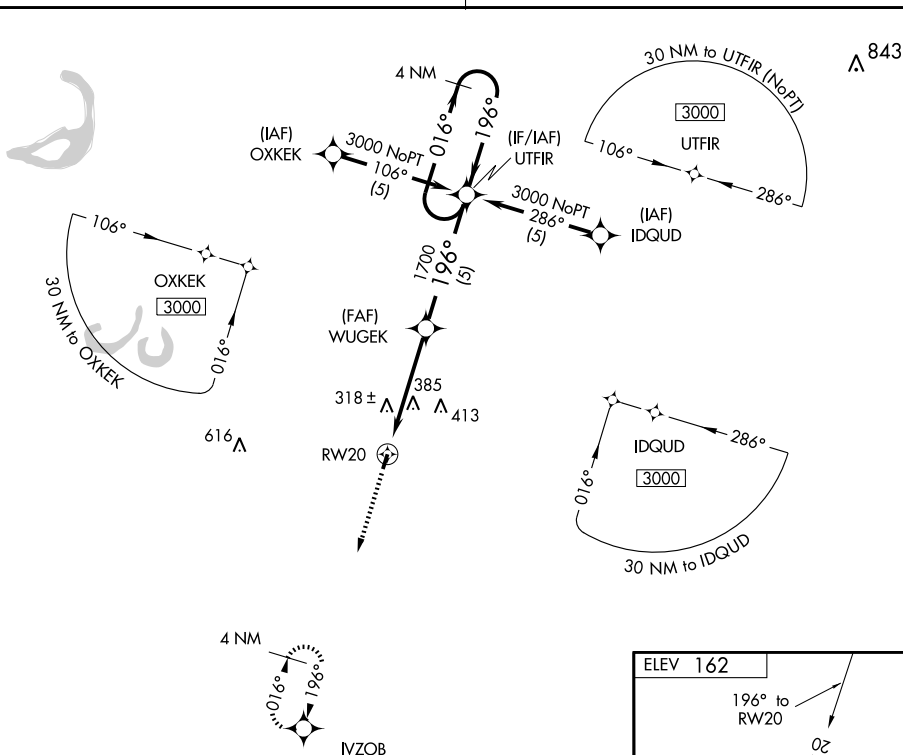


Use Clarksdale altimeter setting, when not received  
procedure NA.  
DME/DME RNP-0.3 not authorized.

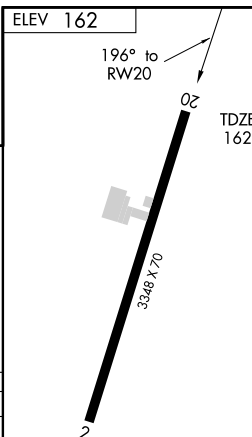
MISSED APPROACH: Climb to 3000 via  
course 196° to IVZOB WP and hold.

MEMPHIS CENTER  
**135.3 335.8**

CTAF  
**122.9**



CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/ VNAV		NA		
LNAV MDA	720-1	558 (600-1)	NA	
CIRCLING	720-1	558 (600-1)	NA	



MIRL Rwy 2-20

**Mc COMB-PIKE CO-JOHN E LEWIS FLD** (MCB) 4 S UTC-6(-5DT)

N31°10.71' W90°28.31'

413 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE MCB**RWY 15-33:** H5000X100 (ASPH-GRVD) S-25, D-30, 2D-60

MIRL 0.5% up NW

**RWY 15:** MALSF. PAPI(P2L)—GA 3.0° TCH 38'. Trees.**RWY 33:** PAPI(P2L)—GA 3.0° TCH 46'. Trees.

**AIRPORT REMARKS:** Attended 1400Z±-dusk. For attendant and fuel after hrs call 601-684-8950. South twy lights OTS indef. Rwy 15 PAPI OTS indef. MIRL Rwy 15-33 preset low ints dusk-0600Z±, after 0600Z± increase ints, ACTIVATE MALSF—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (601) 249-3223. **HIWAS** 116.7 MCB.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.4 122.2 (GREENWOOD RADIO)

RCO 122.1R 116.7T (GREENWOOD RADIO)

Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8

**AIRSPACE:** CLASS E svc continuously.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

(H) **VORTAC** 116.7 MCB Chan 114 N31°18.26' W90°15.49'  
233° 13.3 NM to fld. 440/03E. **HIWAS**

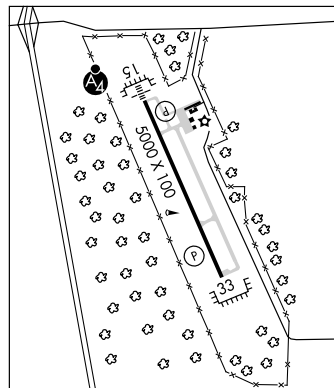
**FERNI NDB (MHW/LOM)** 413 MC N31°15.27' W90°30.63'  
156° 5 NM to fld.

**ILS** 109.1 I-MCB Rwy 15. Class IA. LOM FERNI NDB. LOC unusable byd 0.5 NM. GS unusable byd 5 degrees left of course.

NEW ORLEANS

H-6J, L-21B, 22F

IAP

**MERIDIAN** N32°22.71' W88°48.26' NOTAM FILE MEI.(H) **VORTAC** 117.0 MEI Chan 117 131° 3.8 NM to Key Fld. 580/5E. **HIWAS**.

RCO 122.1R 117.0T (GREENWOOD RADIO)

RCO 122.6 122.2 (GREENWOOD RADIO).

MEMPHIS

H-6J, L-18G

LOC I-MCB <b>109.1</b>	APP CRS <b>156°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>413</b> <b>413</b>
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## ILS or LOC RWY 15

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

**▼** Inoperative table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and circling Cats C and D visibility ¼ mile.



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS  
**119.025**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.05 (CTAF) 0**

ALT MISSED APCH FIX



FERNI  
413 MC =

Procedure NA for arrivals  
at GOBTY via V570  
northwest bound.

2300 NoPT  
to TUMMI Int  
MCB 16 Arc

(IAF)  
CEVDA  
MCB 16

Λ  
1547

2300 NoPT  
156° (3.5)

(IF)  
TUMMI  
INT

LOM/IAF  
FERNI  
413 MC =  
FERNI INT

LOCALIZER 109.1

I-MCB =

MSA MC 25 NM

2600



1000

2000

MCB

116.7

VGSI and ILS glidepath not coincident.  
ILS unusable from 0.5 NM inbound.

GS 3.00°  
TCH 43

2000

156°

1927

336°

4.6 NM

CATEGORY

A

B

C

D

S-ILS 15

613-¾ 200 (200-¾)

S-LOC 15

820-¾ 407 (500-¾)

820-1¼ 407 (500-1¼)

CIRCLING

880-1 467 (500-1)

880-1½ 980-2  
467 (500-1½) 567 (600-2)

ELEV 413

TDZE 413

CL

24

5000 X 100

0.5% UP

33

MIRL Rwy 15-33 0

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

APP CRS	Rwy Idg	<b>5000</b>
<b>153°</b>	TDZE	<b>413</b>
	Apt Elev	<b>413</b>

**RNAV (GPS) RWY 15**

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

**▼** Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

MALSF

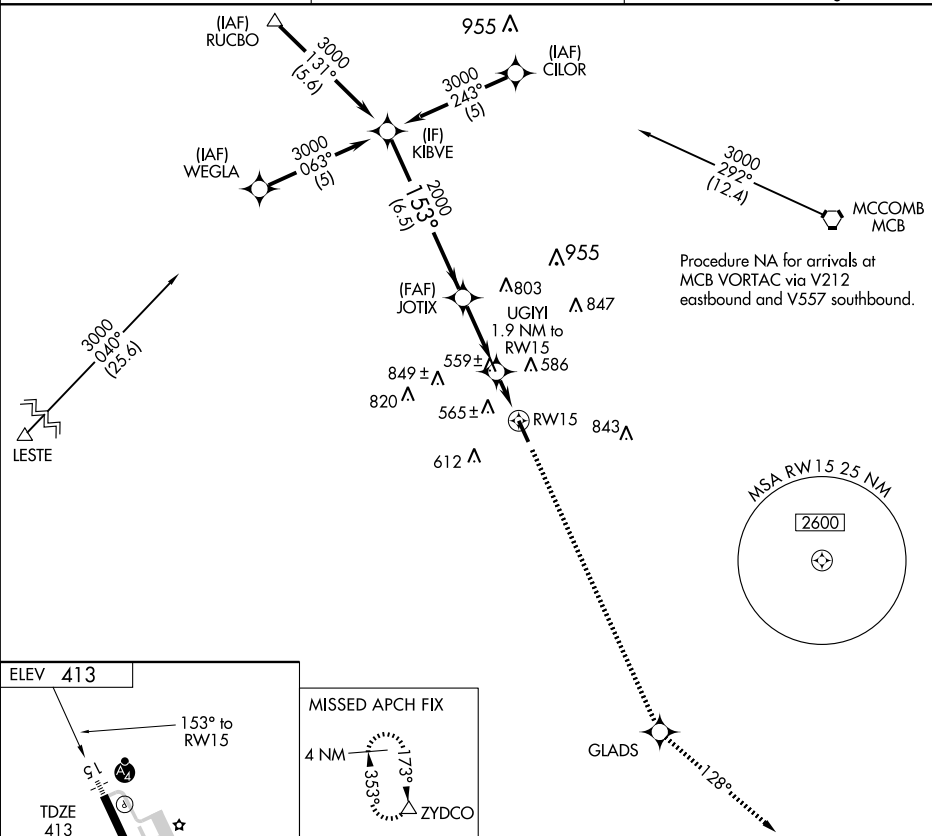


**MISSED APPROACH:** Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

ASOS  
**119.025**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.05 (CTAF) 0**

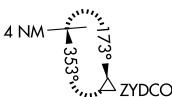


ELEV 413

153° to RWY 15

TDZE 413

MISSED APCH FIX



KIBVE  
**3000**

Procedure  
Turn  
NA

VGSI and descent angles not coincident.

6.5 NM 2.9 NM 1.9 NM

CATEGORY	A	B	C	D
LNAV MDA	820-1	407 (500-1)	820-1½	407 (500-1½)
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

MIRL Rwy 15-33 0

WAAS CH <b>77808</b> <b>W33A</b>	APP CRS <b>333°</b>	Rwy Idg TDZE <b>407</b> Apt Elev <b>413</b>
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## RNAV (GPS) RWY 33

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

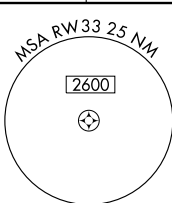
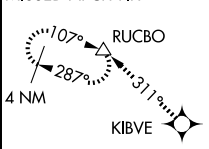
**MISSED APPROACH:** Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

ASOS  
**119.025**

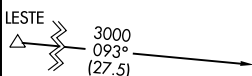
HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.05 (CTAF) 0**

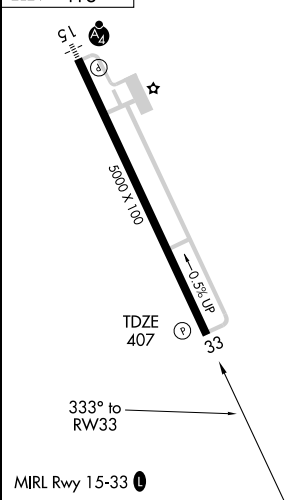
MISSED APCH FIX



Procedure NA for arrivals at MCB VORTAC via V194 northeast bound and V555 northwest bound.



ELEV 413



4000	KIBVE	311° Trk	RUCBO	MAGNT	GLADS	Procedure Turn NA
					3000	
					2000	GS 3.00° TCH 46
					4.9 NM	6.5 NM
CATEGORY	A	B	C	D		
LPV DA	765-1¼		358 (400-1¼)			
LNAV/VNAV DA	809-1½		402 (400-1½)			
LNAV MDA	840-1	433 (500-1)	840-1¼	433 (500-1¼)	840-1½	433 (500-1½)
CIRCLING	920-1	507 (600-1)	920-1½	507 (600-1½)	980-2	567 (600-2)

VORTAC MCB <b>116.7</b> Chan <b>114</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>413</b>
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VOR/DME-A

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

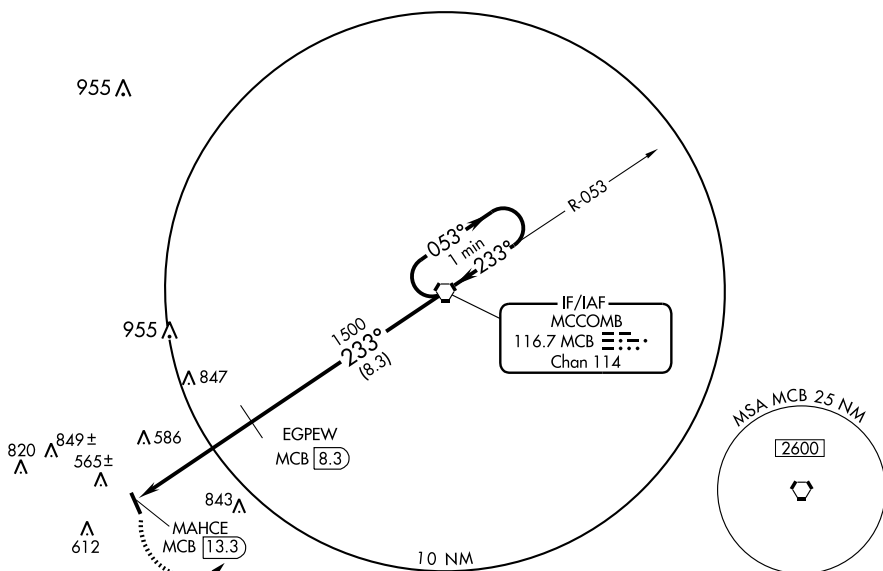
**V** When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

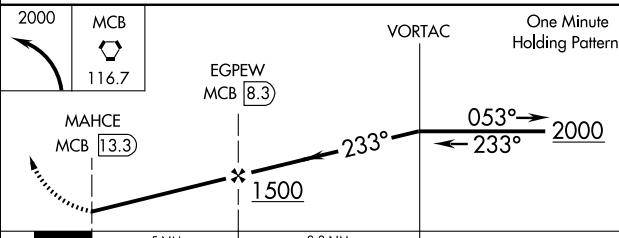
ASOS  
**119.025**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**123.05 (CTAF) 0**

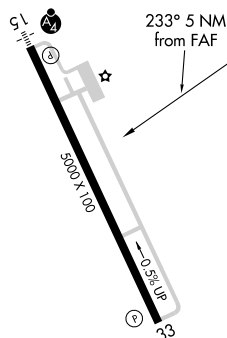


NoPT for arrival on MCB VORTAC  
airway radials 345 CW 145.

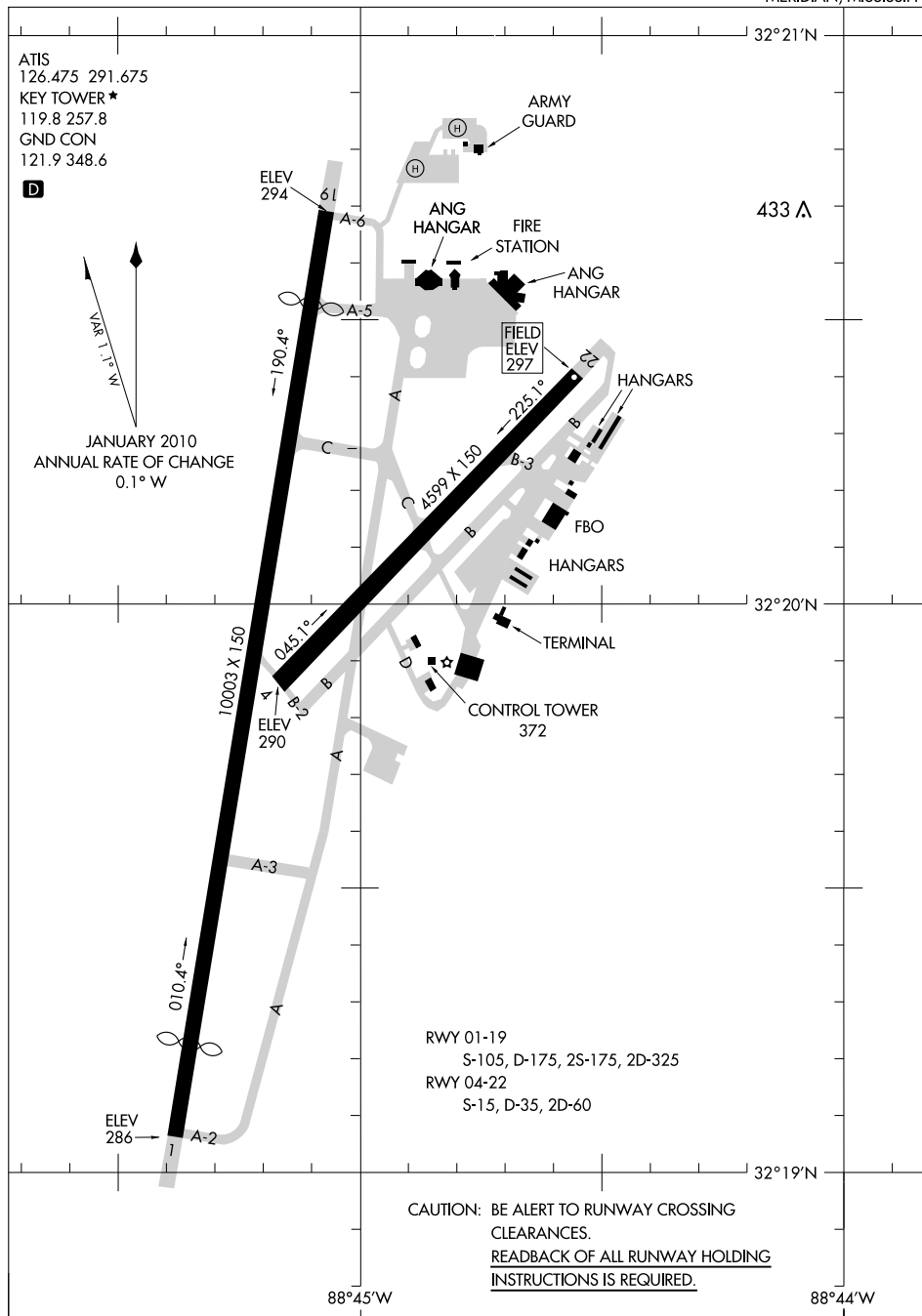


CATEGORY	A	B	C	D
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

ELEV 413



MIRL Rwy 15-33 0



## MERIDIAN

## KEY FLD

(MEI) 3 SW UTC-6(-5DT) N32°19.96' W88°45.11'

297 B S4 FUEL 100, JET A OX 1, 2 Class I, ARFF Index A NOTAM FILE MEI

RWY 01-19: H10003X150 (ASPH-CONC) S-105, D-175, 2S-175, 2D-325 HIRL

RWY 01: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Thld dsplcd 1000'.

Tree.

RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd 1000'.

Tree.

RWY 04-22: H4599X150 (ASPH) S-15, D-35, 2D-60 MIRL

RWY 04: PAPI(P2L)—GA 3.13° TCH 19'. Trees.

RWY 22: PAPI(P2L)—GA 3.59° TCH 20'. Pole.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-10003 TODA-10003 ASDA-10003 LDA-9003

RWY 04: TORA-4599 TODA-4599 ASDA-4599 LDA-4599

RWY 19: TORA-10003 TODA-10003 ASDA-10003 LDA-9003

RWY 22: TORA-4599 TODA-4599 ASDA-4599 LDA-4599

AIRPORT REMARKS: Attended 1200-0400Z†. For attendant after hrs call

601-693-7282. Air National Guard ramp clsd exc PPR,

601-484-9734/9714. Rwy 01-19 dsplcd thlds are concrete.

ACTIVATE HIRL Rwy 01-19, MIRL Rwy 04-22, MALSR Rwy 01 and

Rwy 19, twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS (601) 693-5650. HIWAS 117.0 MEI.

COMMUNICATIONS: CTAF 119.8 ATIS 126.475 UNICOM 122.95

MERIDIAN RCO 122.6 122.2 (GREENWOOD RADIO)

① MERIDIAN APP/DEP CON 120.5 (1300-0500Z†)

① MEMPHIS CENTER APP/DEP CON 125.975 (0500-1300Z†)

TOWER 119.8 (1200-0400Z†), other times by NOTAM.

GND CON 121.9

AIRSPACE: CLASS D svc 1200-0400Z†, other times by NOTAM.

RADIO AIDS TO NAVIGATION: NOTAM FILE MEI.

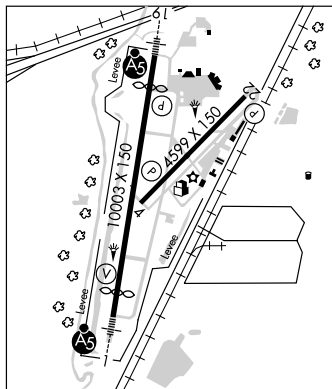
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 131° 3.8 NM to fld. 580/05E.

HIWAS.

SAVOY NDB (MHW/LOM) 356 ME N32°14.84' W88°46.30' 010° 5.2 NM to fld.

ILS 110.1 I-MEI Rwy 01. Class IA. LOM SAVOY NDB. (Unmonitored when twr clsd).

ILS/DME 111.35 I-IKQ Chan 50(Y) Rwy 19.



MEMPHIS

H-6J, L-18G

IAP, AD

MERIDIAN, MISSISSIPPI

HI-TACAN or VOR/DME-B

VORTAC MEI 117.0 Chan 117	APCH CRS 320°	Rwy ldg TDZE Arpt Elev 297	N/A N/A 297
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JAL-254 [USAF]

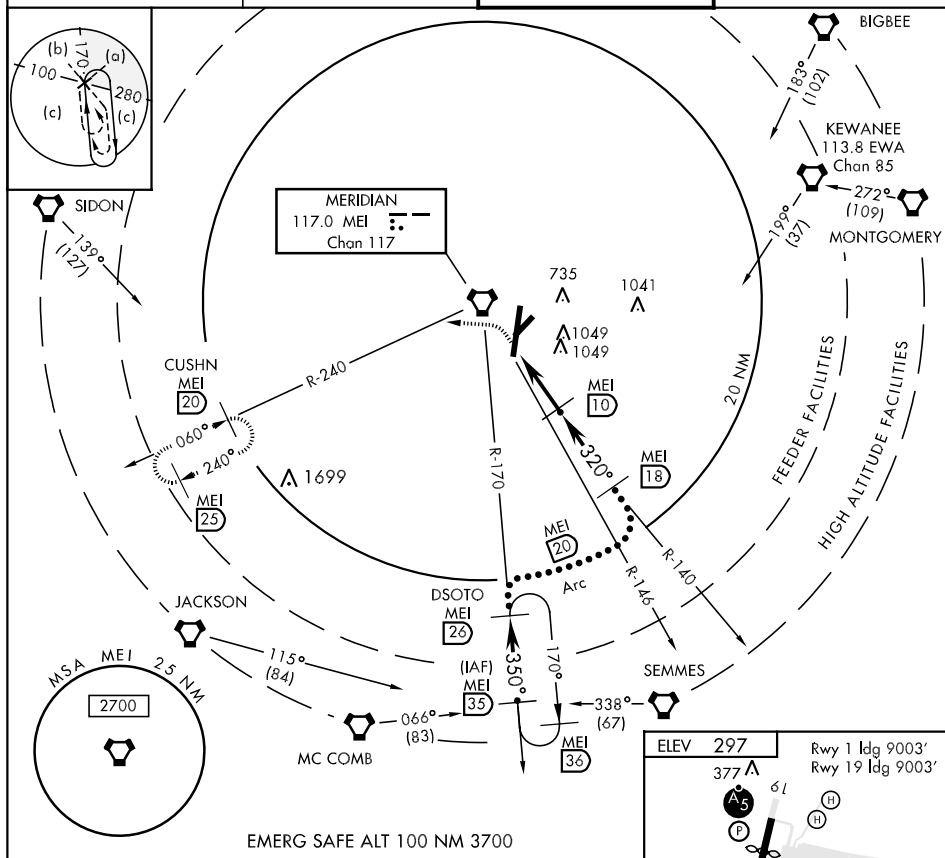
MERIDIAN/KEY FIELD (KMEI)



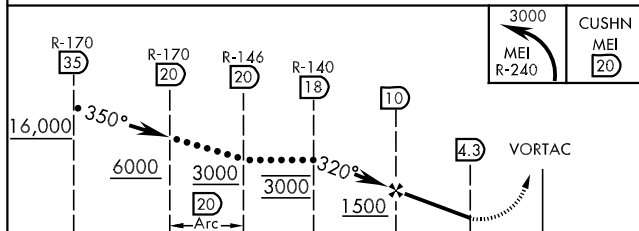
\* Circling not authorized E of Rwy 1-19.

MISSED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

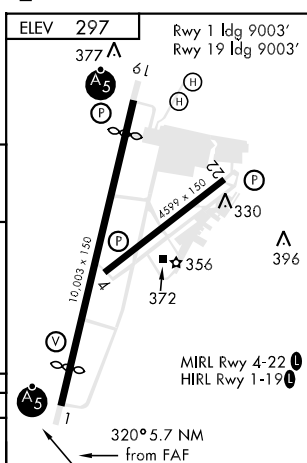
ATIS 126.475 291.675	MERIDIAN APP CON 120.5 269.6	KEY TOWER ★ 119.8 (CTAF) 0 257.8	GND CON 121.9 348.6
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EMERG SAFE ALT 100 NM 3700



CATEGORY	C	D	E
CIRCLING*	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)	1160-3 863 (900-3)



MERIDIAN, MISSISSIPPI

32°20'N-88°45'W

MERIDIAN/KEY FIELD (KMEI)

Amdt 3 09323

HI-TACAN or VOR/DME-B

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

LOC I-MEI <b>110.1</b>	APP CRS <b>008°</b>	Rwy Idg <b>9003</b> TDZE <b>289</b> Apt Elev <b>297</b>
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# ILS or LOC RWY 1

MERIDIAN/KEY FIELD (MEI)

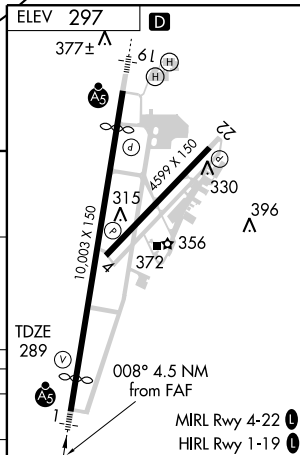
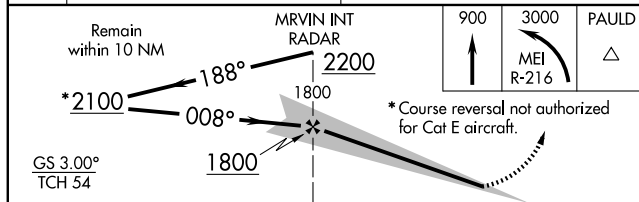
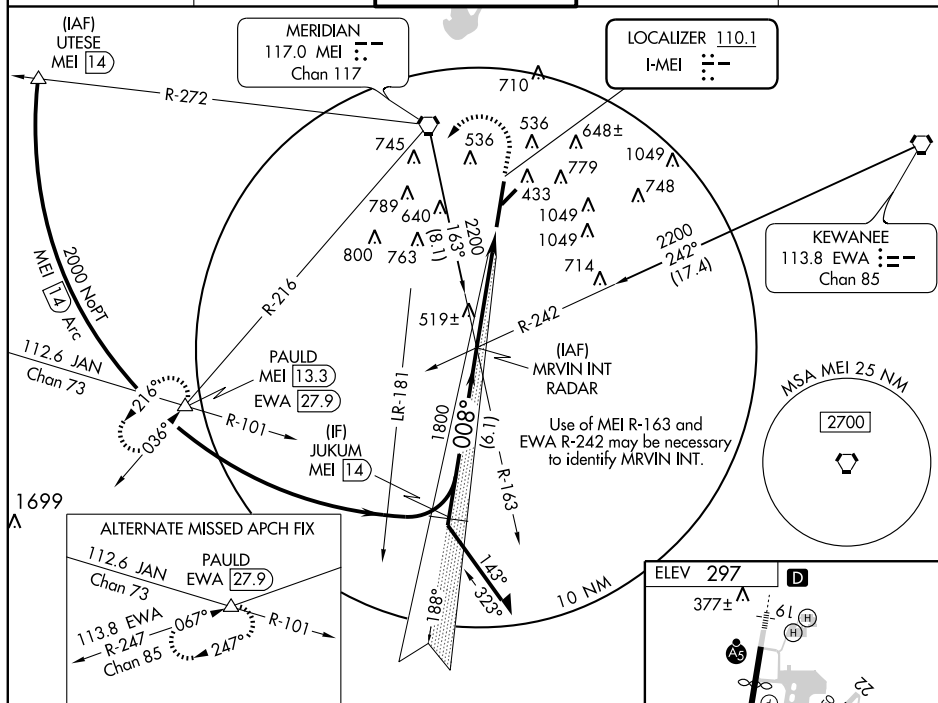
**⚠** Circling NA SE of Rwy 1 and 22. DME Required. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALS, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼ mile. \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALS, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E to 1¾ miles.

MALS



**MISSED APPROACH:**  
Climb to 900 then climbing left turn to 3000 via MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON* <b>120.5 269.6</b>	KEY TOWER* <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-ILS 1	**489/24 200 (200-½)				
S-LOC 1	780/24	491 (500-½)	780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LOC/DME I-1KQ  
**111.35**  
Chan **50 (Y)**

APP CRS  
188°

Rwy Idg	9003
TDZE	293
Apt Elev	297

ILS or LOC RWY 19  
MERIDIAN/KEY FIELD (MEI)



DME Required. Visibility reduction by helicopters NA. Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.



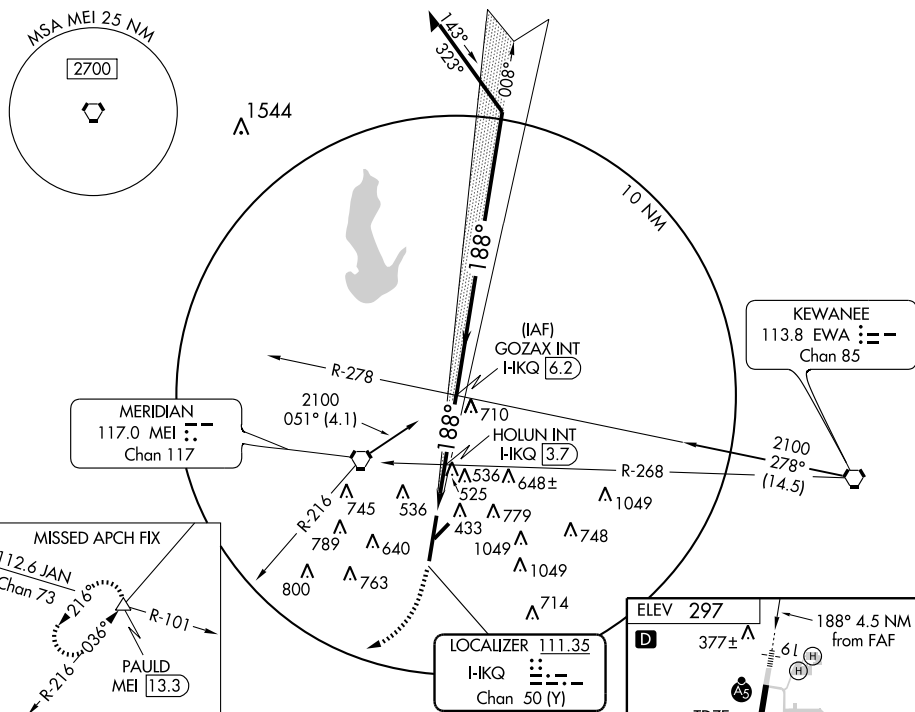
**MISSED APPROACH:** Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS  
126,475 291,675

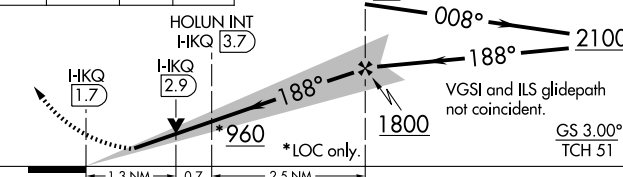
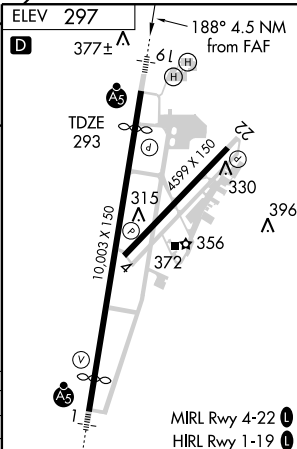
MERIDIAN APP CON★  
120.5 269.6

KEY TOWER ★  
119.8 (CTAF) 257.8

GND CON  
121.9 348.6

UNICOM  
122.95

900 ↑	3000 ↘ hdg 245°	MEI R-216	PAULD △	*1040 when using Hattiesburg/Laurel altimeter setting.  GOZAX INT I-KK 6.2 Remain within 15 NM
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CATEGORY	A	B	C	D	E
S-ILS 19	599-1		306 (400-1)		
S-LOC 19	760-1	467 (500-1)	760-1 $\frac{1}{4}$ 467 (500-1 $\frac{1}{4}$ )	760-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$ )	760-1 $\frac{3}{4}$ 467 (500-1 $\frac{3}{4}$ )
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1 $\frac{1}{2}$ 583 (600-1 $\frac{1}{2}$ )	940-2 643 (700-2)	1120-3 823 (900-3)

MERIDIAN, MISSISSIPPI

Orig 10098

MERIDIAN/KEY FIELD (MEI)

ILS or LOC RWY 19

32°20' N-88°45' W

SC-4. 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>86500</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>289</b> <b>297</b>
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# RNAV (GPS) RWY 1

MERIDIAN/KEY FIELD (MEI)

**▼** Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**▲** Circling NA SE of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2¼ mile and LNAV Cats C, D, and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALSRL increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2¼ miles and LNAV Cat E visibility to 2 miles.  
 For inoperative MALSRL when using Hattiesburg-Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 2¼ miles, and LNAV Cat E visibility to 2½ miles.

MALSRL



**MISSED APPROACH:**  
Climb to 3000 direct  
OVIVE and left turn via  
track 261° to COYGA  
and via track 184°  
to PAULD and hold.

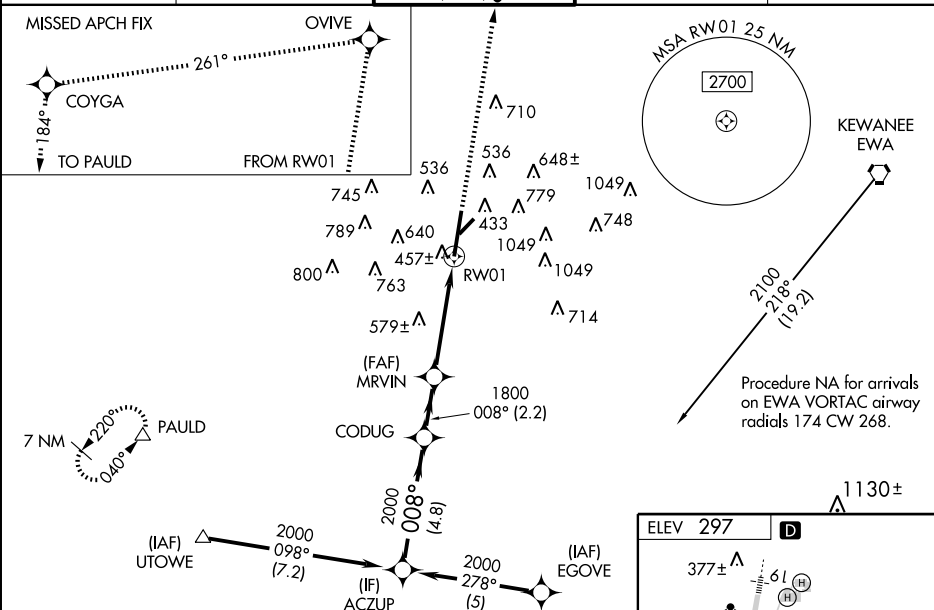
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
<b>126.475 291.675</b>	<b>120.5 269.6</b>	<b>119.8 (CTAF) 0 257.8</b>	<b>121.9 348.6</b>	<b>122.95</b>



MISSED APCH FIX

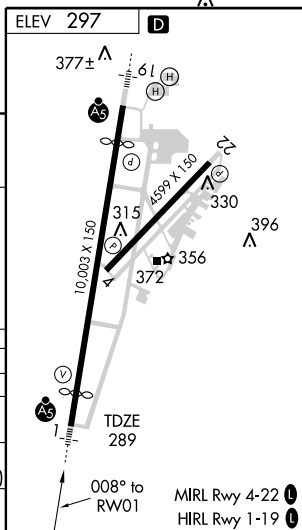
OVIVE



FROM RW01

KEWANEE  
EWA

Procedure Turn NA	<div>3000</div> <div>↑</div>				<div>OVIVE</div> <div>✧</div>	<div>trk 261°</div> <div></div>	<div>COYGA</div> <div>✧</div>	<div>trk 184°</div> <div></div>	<div>PAULD</div> <div>△</div>	
	ACZUP	CODUG								
	2000		008°		2000	008°		*LNAV only.		
	GS 3.00° TCH 54		1800		MRVIN	*1.6 NM to RW01		RW01		
	4.8 NM		2.2 NM		3 NM		1.6 NM			
CATEGORY	A		B	C	D	E				
LPV DA	489/24 200 (200-½)									
LNAV/ VNAV DA	909-1¾ 620 (700-1¾)									
LNAV MDA	840/24 551 (600-½)			840/50 551 (600-1)		840/60 551 (600-¾)		840-1½ 551 (600-½)		
CIRCLING	860-1 563 (600-1)		880-1 583 (600-1)		880-1½ 583 (600-½)		940-2 643 (700-2)		1160-3 863 (900-3)	



APP CRS <b>043°</b>	Rwy Idg TDZE <b>295</b> Apt Elev <b>297</b>
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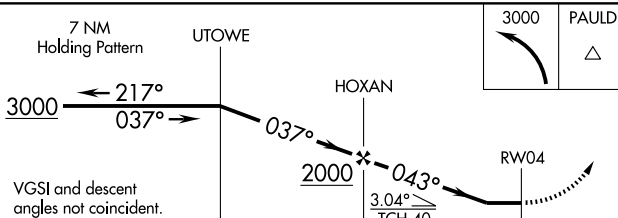
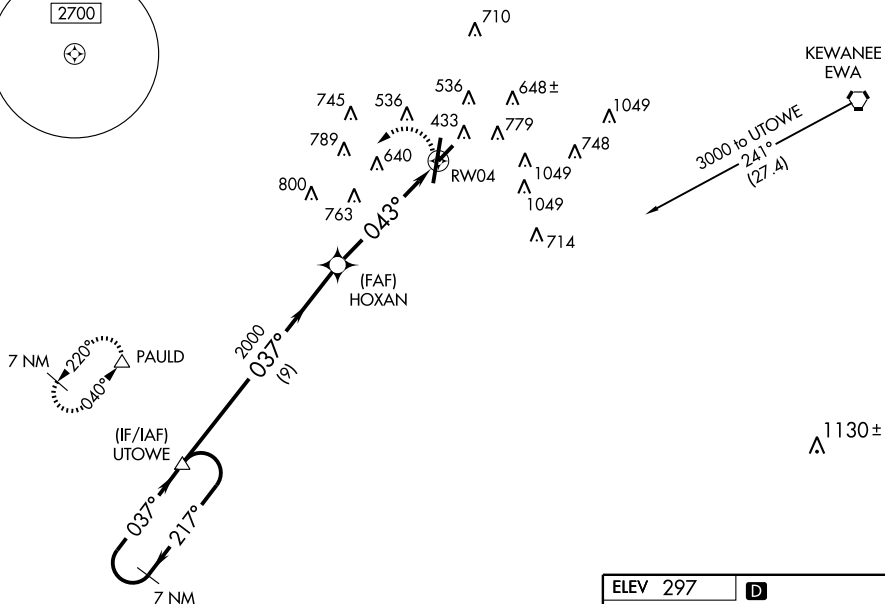
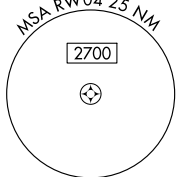
# RNAV (GPS) RWY 4

## MERIDIAN/KEY FIELD (MEI)

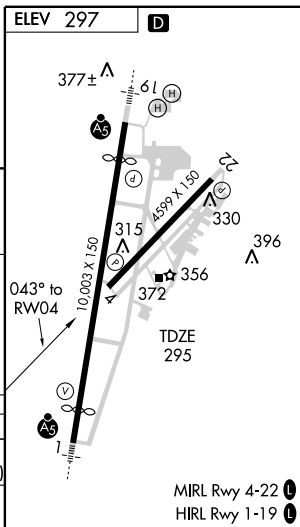
**▼** DME/DME RNP-0.3 NA. Circling NA SE of Rws 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, Straight-in/Circling Rwy 4 and Circling Rwy 22 NA at night.

**MISSED APPROACH:** Climbing left turn to 3000 direct PAULD and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON ★ <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
RNAV MDA	920-1 625 (700-1)	920-1 625 (700-1)	920-1 625 (700-1)	920-2 625 (700-2)	920-2 625 (700-2)
CIRCLING	920-1 623 (700-1)	920-1 623 (700-1)	920-1 623 (700-1)	940-2 643 (700-2)	1120-3 823 (900-3)



WAAS CH <b>61003</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy ldg TDZE <b>293</b> Apt Elev <b>297</b>
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## RNAV (GPS) RWY 19

MERIDIAN/KEY FIELD (MEI)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.  
 ASR



MISSED APPROACH: Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

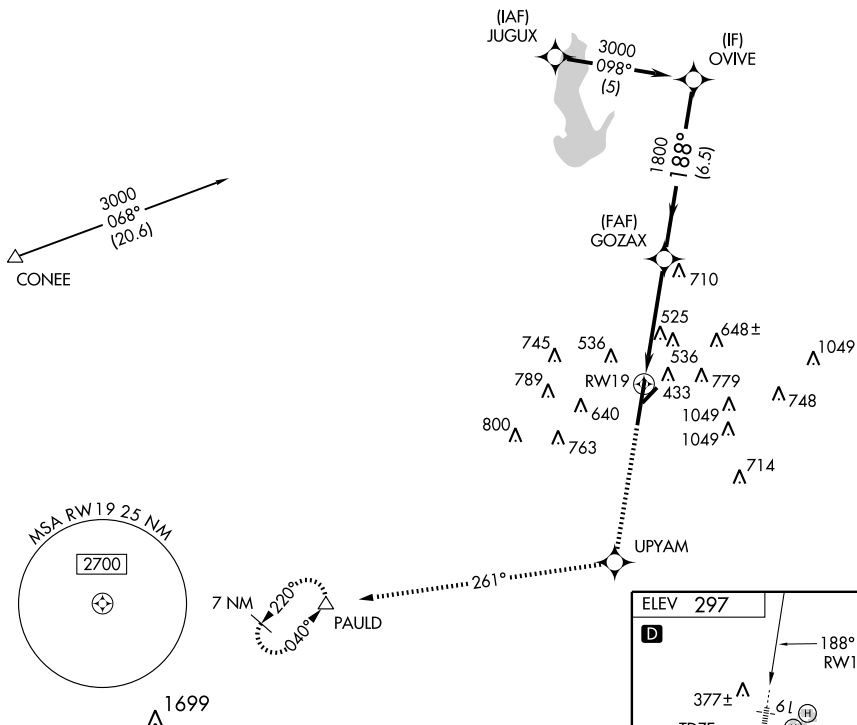
ATIS  
**126.475 291.675**




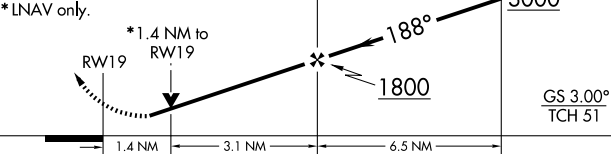
MERIDIAN APP CON ★  
**120.5 269.6**

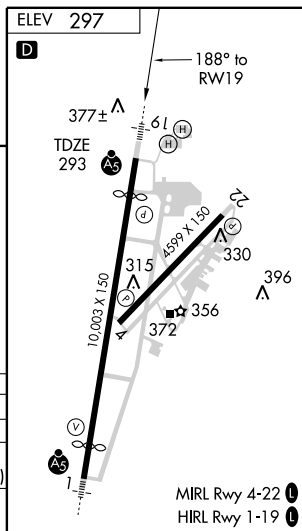
KEY TOWER ★  
**119.8 (CTAF) 0 257.8**

GND CON  
**121.9 348.6**

UNICOM  
**122.95**



3000	UPYAM	PAULD	VGSI and RNAV glidepath not coincident.			OVIVE	Procedure Turn NA
							
	trk 261°						
* LNAV only.							
							
CATEGORY	A	B	C	D	E		
LPV DA	635-1¼ 342 (400-1¼)						
LNAV MDA	780-1 487 (500-1)	780-1¼ 487 (500-1¼)	780-1½ 487 (500-1½)	780-1¾ 487 (500-1¾)	780-2 487 (500-2)		
CIRCLING	860-1¼ 563 (600-1¼)	880-1¼ 583 (600-1¼)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)		



APP CRS <b>223°</b>	Rwy ldg TDZE Apt Elev	<b>4599</b> <b>297</b> <b>297</b>
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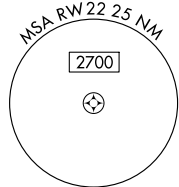
# RNAV (GPS) RWY 22

MERIDIAN/KEY FIELD (MEI)

▼ DME/DME RNP-0.3 NA. Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet.  
▲ When VGSI inoperative, Straight-in/Circling Rwy 22 NA at night.

MISSED APPROACH: Climb to 3000 direct HOXAN and via 245° track to PAULD and hold.

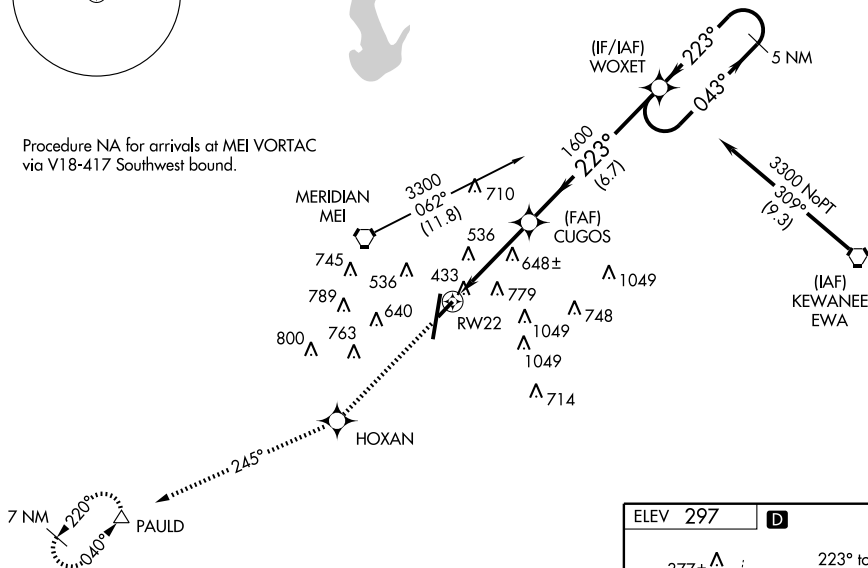
ATIS <b>126.475 291.675</b>	MERIDIAN APP CON ★ <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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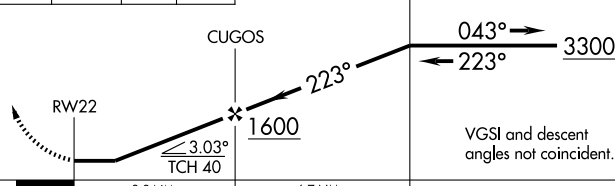
▲ 1544

MERIDIAN NAS

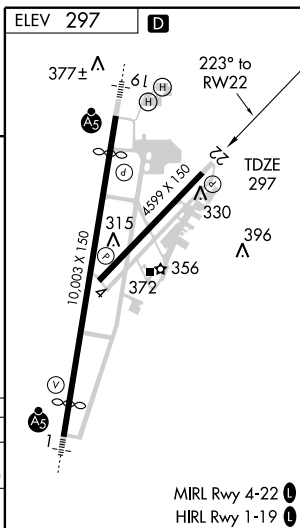
Procedure NA for arrivals at MEI VORTAC via V18-417 Southwest bound.



3000	HOXAN	Trk 245°	PAULD
↑	✱		△



CATEGORY	A	B	C	D	E
LNNAV MDA	940-1 643 (700-1)		940-1¾ 643 (700-1¾)	940-2 643 (700-2)	940-2¼ 643 (700-2¼)
CIRCLING	940-1 643 (700-1)		940-1¾ 643 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



MIRL Rwy 4-22 0  
HIRL Rwy 1-19 0

VORTAC MEI  
117.0  
Chan 117

APP CRS  
130°

Rwy Idg  
TDZE  
Apt Elev

N/A  
N/A  
297

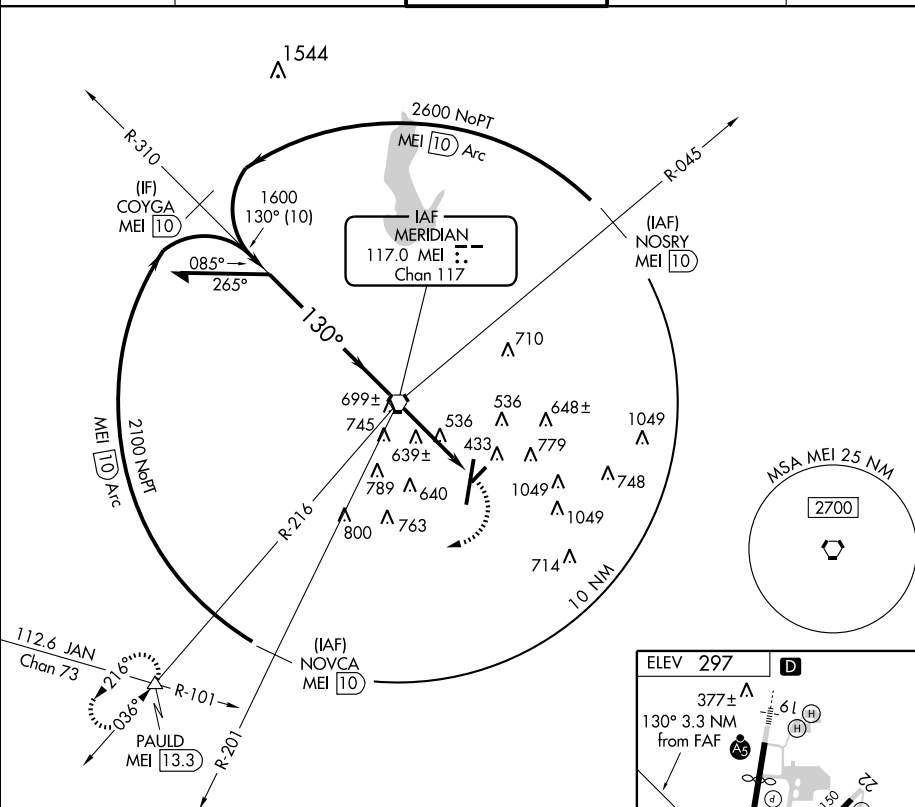
VOR-A

MERIDIAN/KEY FIELD (MEI)

⚠ Circling not authorized SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. DME Required. Procedure turn NA for Cat E.

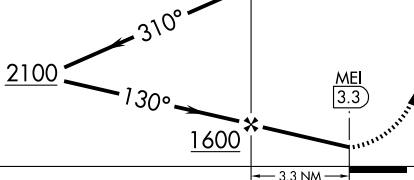
MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.6	KEY TOWER ★ 119.8 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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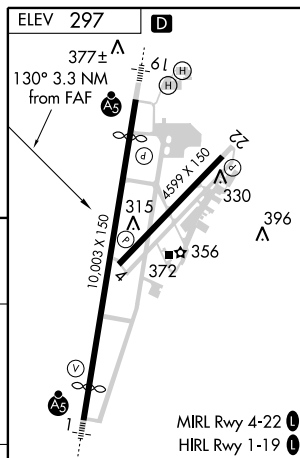


SC-4, 26 AUG 2010 to 23 SEP 2010

Remain within 10 NM



3000  
MEI R-216  
PAULD  
△



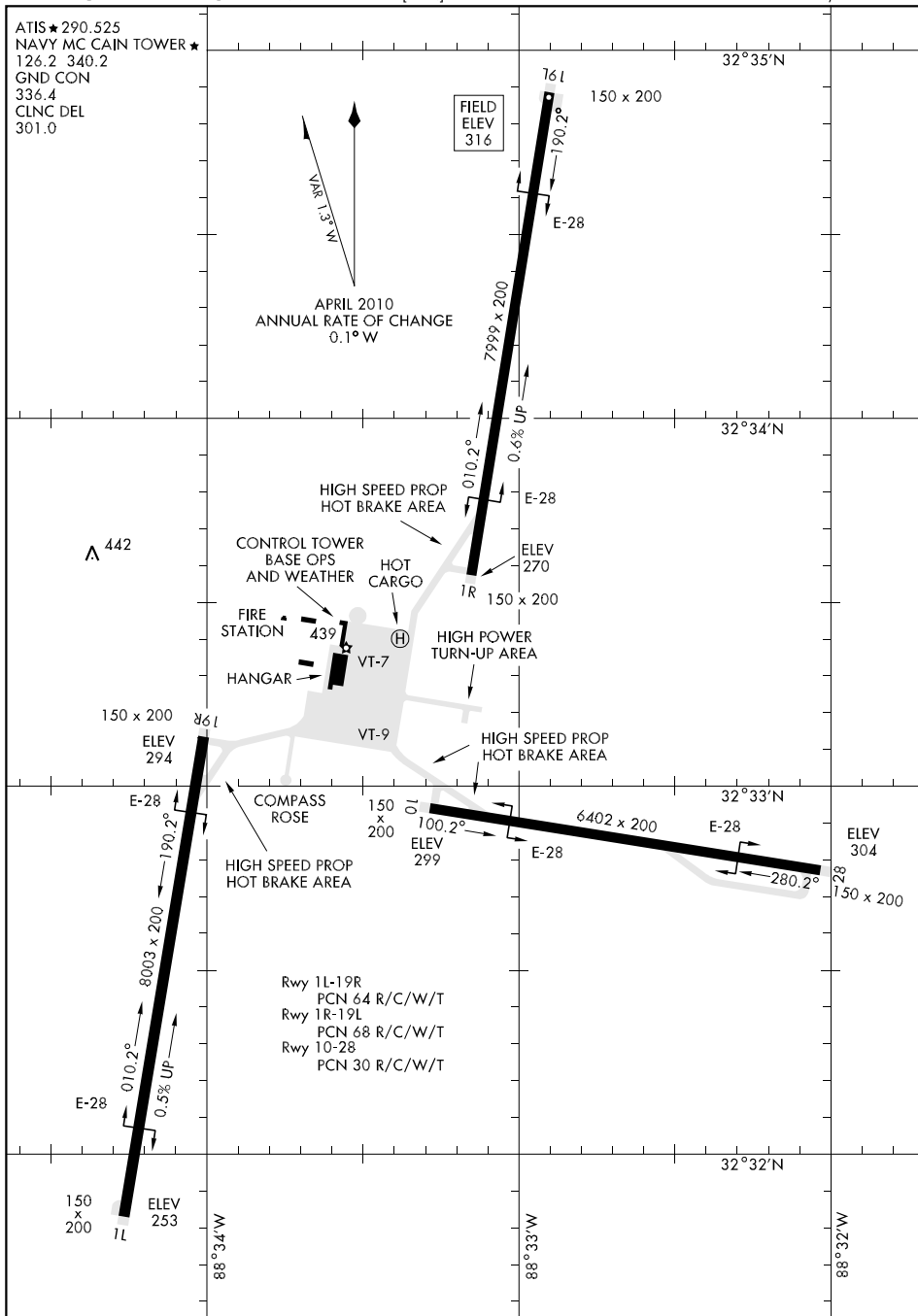
CATEGORY	A	B	C	D	E	FAF to MAP 3.3 NM					
CIRCLING	900-1	603 (700-1)	900-1¾	940-2	1120-3	Knots	60	90	120	150	180
			603 (700-1¾)	643 (700-2)	823 (900-3)	Min:Sec	3:18	2:12	1:39	1:19	1:06

## AIRPORT DIAGRAM

[USN] AFD-5079

MERIDIAN, MISSISSIPPI

ATIS ★ 290.525  
NAVY MC CAIN TOWER ★  
126.2 340.2  
GND CON  
336.4  
CLNC DEL  
301.0



## AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

**MERIDIAN NAS** (MC CAIN FLD) (NMM)(KNMM) N 11 NE UTC-6(-5DT)

**MEMPHIS**  
H-6J, L-18H  
DIAP, AD

N32°33.21' W88°33.32'

316 B TPA—See Remarks NOTAM FILE NMM Not insp.

**RWY 01L-19R:** H8003X200 (CONC) PCN 64 R/C/W/T HIRL CL

**RWY 01L:** ALSF1. OLS. WAVE-OFF. 0.5% up.

**RWY 01R-19L:** H7999X200 (CONC) PCN 68 R/C/W/T HIRL CL

**RWY 19L:** SSALR. OLS. WAVE-OFF. 0.6% down.

**RWY 10-28:** H6402X200 (CONC) PCN 30 R/C/W/T HIRL

**RWY 28:** OLS. WAVE-OFF.

**ARRESTING GEAR/SYSTEM**

**RWY 01L** HOOK E28(B) (1750')

HOOK E28(B) (1251') **RWY 19R**

**RWY 01R** HOOK E28(B) (1250')

HOOK E28(B) (1747') **RWY 19L**

**RWY 10** HOOK E28(B) (1250')

HOOK E28(B) (1251') **RWY 28**

**MILITARY SERVICE:** LGT Portable OLS avbl Rwy 01L, Rwy 01R, Rwy 19L, Rwy 19R and Rwy 28. **JASU 2**(NC-8A)

(GTC-85) 1(NCPP-105) **FUEL** J8. Exp 1 hr refuel delays. **TRAN ALERT** Svc avbl Mon-Thu 1300-0500Z†, Fri 1300-2300Z†. Drag chute repack unavbl.

**MILITARY REMARKS:** Opr Mon-Thu 1300-0500Z†, Fri 1300-2300Z†, CLOSED Sat, Sun and holidays except by NOTAM, hr subject to change in support CTW-1 flt opr. **RSTD** PPR all acft expect JOSAC Mission ctc Base OPS DSN 637-2470/2505, C601-679-2470/2505. PPR good for +/- 1 hr PPR time. Coord of PPR outside of block time by telephone is rqr or PPR Nr will be cancelled. Arpt subject to no notice closure. PPR civilian acft Official Business. **CAUTION** Rwy 19L, 19R have 1 percent down gradient first 6000'. Wildlife in vicinity all rwy. Mat and twy south of hangar not visible from twr. Ints student jet training during fld opr hr. **TFC PAT** Jet break 1400', TPA-(1216)900. Tran acft expect visual apch when WX 2000-3 SM or abv. High altitude apch not normally avbl when Meridian-1 West active. VFR acft ctc Meridian APP within 25 NM. **MISC** Ramp elev 283'. Expect arr/dep delay during student flying periods. Extensive student jet training.

**COMMUNICATIONS:** SFA ATIS 290.525 (Mon-Fri 1300-0500Z†, clsd holidays).

Ⓡ **APP CON** 119.2 348.7 (E) 120.5 269.6 (S) 120.95 276.4 (W) 379.275 (N) (Mon-Fri 1300-0500Z†), other times ctc Ⓡ **MEMPHIS CENTER APP CON** 125.975 351.7

**MC CAIN TOWER** 126.2 340.2 (Rwy 01L, Rwy 19L and Rwy 28) 360.2 (Rwy 01R, Rwy 19R and Rwy 10) (Mon-Thu 1300-0500Z†, Fri 1300-2300Z†, clsd Sat, Sun and holidays exc by NOTAM. **MC CAIN GND CON** 336.4

**CLNC DEL** 301.0

Ⓡ **DEP CON** 124.8 (S) 343.7 (E) (Mon-Fri 1300-0500Z†), other times ctc Ⓡ **MEMPHIS CENTER DEP CON** 125.975 351.7 **PMSV METRO** 282.525 (Avbl 1200-0300Z†.) **BASE OPS** 352.2

**AIRSPACE:** CLASS D svc Mon-Thu 1300-0500Z†, Fri 1300-2300Z† clsd Sat, Sun and holidays exc by NOTAM other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) **TACAN** Chan 56 NMM (111.9) N32°34.70' W88°32.71' 198° 1.6 NM to fld. 309/1E. Opr during flt opr hr only.

**TACAN** unusable:

010°-085° byd 21 NM blo 3,000'

105°-110°

**ILS** 109.7 I-NMM Rwy 19L. GS unusable byd 3° right of course. GS unusable byd 7° left of course.

**ASR/PAR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

**METCALF** N33°25.52' W90°58.93' NOTAM FILE GLH.

**MEMPHIS**  
L-18F

**NDB (MHW)** 359 MTQ 354° 3.5 NM to Mid Delta Rgnl.

**MID DELTA RGNL** (See GREENVILLE)

**MONROE CO** (See ABERDEEN/AMORY)

**NAKIA** IKT N28°31.25' W88°17.33'

L-21C, GOMC

**AWOS-3** 118.825

**NATCHEZ** N31°37.09' W91°17.98' NOTAM FILE HEZ.

**HOUSTON**  
L-22F

(L) **VOR/DME** 110.0 HEZ Chan 37 at Hardy-Anders Fld/Natchez-Adams Co. 280/03E.

**DME** unmonitored. **DME** portion unusable byd 25 NM blo 3000'.

**RCO** 122.1R 110.0T (GREENWOOD RADIO)

LOC I-NMM <b>109.7</b>	APCH CRS <b>188°</b>	Rwy Idg <b>7999</b> TDZE <b>316</b> Arpt Elev <b>316</b>
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JAL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)



\*When ALS inop, increase CAT CDE vis to ¾ mile.

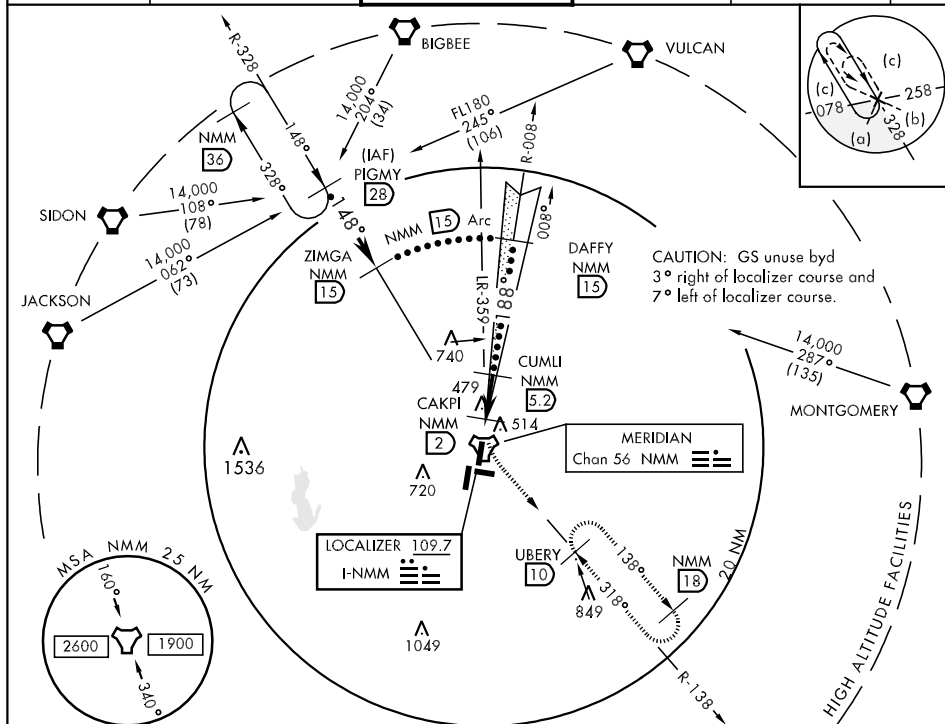
\*\*When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

SSALR



MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

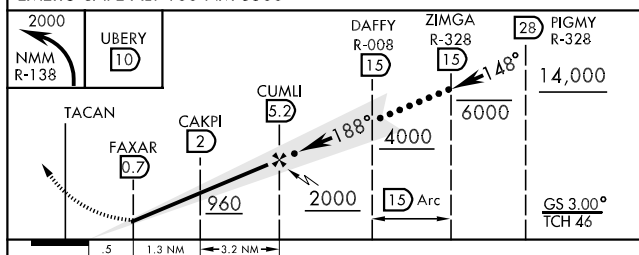
ATIS ★ <b>290.525</b>	MERIDIAN APP CON <b>120.95 276.4</b>	NAVY MC CAIN TOWER ★ <b>126.2 340.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>301.0</b>	ASR/ PAR
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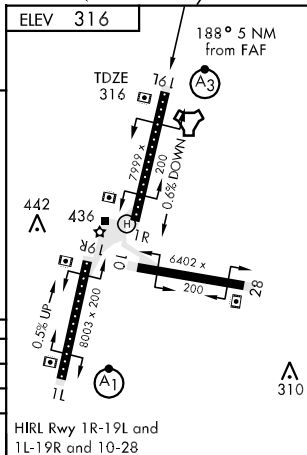
SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S-ILS 19L *	516- ½	200	(200- ½)
S-LOC 19L**	700- ¾	384	(400- ¾)
CIRCLING	820-1½	880-2	1060-2¾
	504 (600-1½)	564 (600-2)	744 (800-2¾)



MERIDIAN, MISSISSIPPI

32° 33'N - 88° 33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

HI-ILS or LOC/DME RWY 19L

TACAN NMM Chan <b>56</b>	APCH CRS <b>022°</b>	Rwy ldg <b>8003</b> TDZE <b>253</b> Arpt Elev <b>316</b>
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JAL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

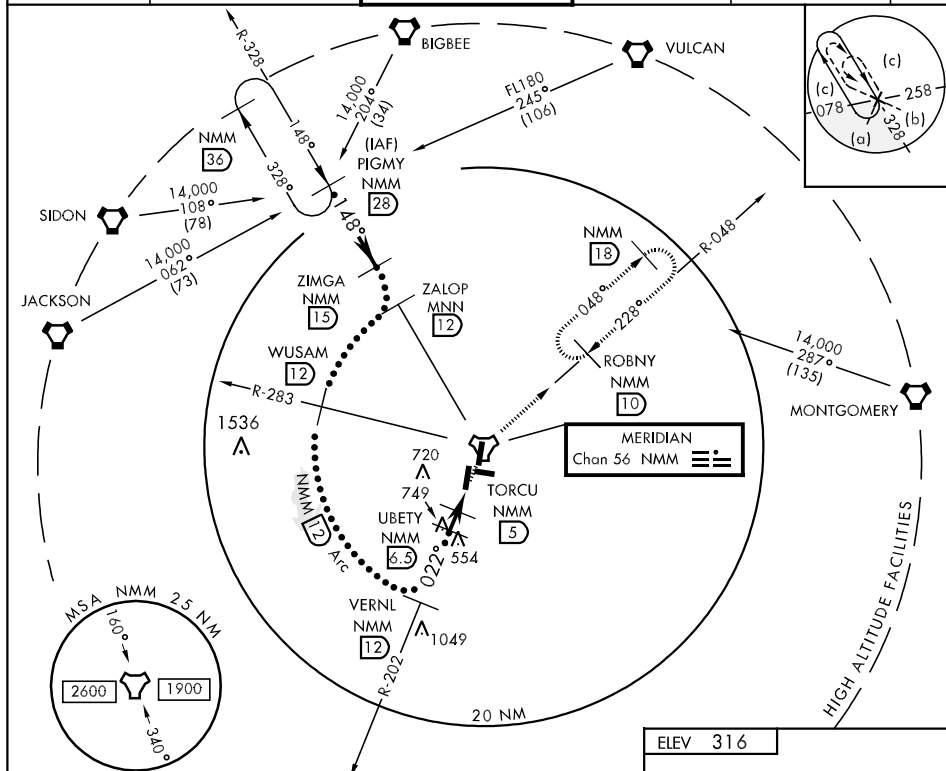
▼ \* When ALS inop, increase CAT C vis to 1½ miles,  
CAT DE to 1¾ miles.

ALSF-1

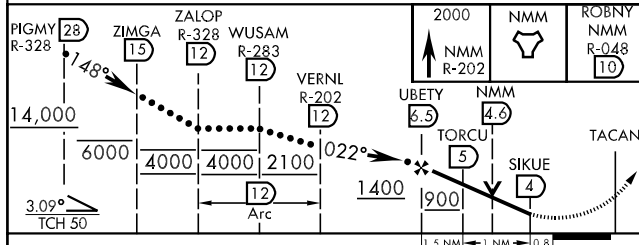


MISSED APPROACH: Climb to 2000 via NMM R-202 to  
NMM TACAN then via R-048 to ROBNY and hold.

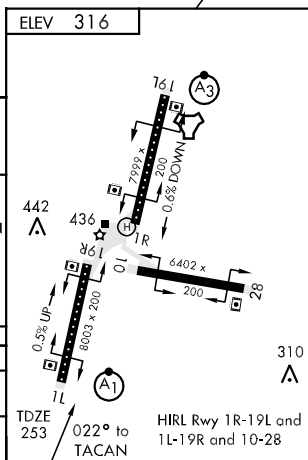
ATIS ★ <b>290.525</b>	MERIDIAN APP CON <b>120.95 276.4</b>	NAVY MC CAIN TOWER ★ <b>126.2 340.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>301.0</b>	ASR/ PAR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S- 1L *	780-1 527 (500-1)	780-1½ 527 (500-1½)	
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



MERIDIAN, MISSISSIPPI

32°33' N -88°33' W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

TACAN NMM Chan <b>56</b>	APCH CRS <b>178°</b>	Rwy ldg <b>7999</b> TDZE <b>316</b> Arpt Elev <b>316</b>
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JAL-5079 [USN]

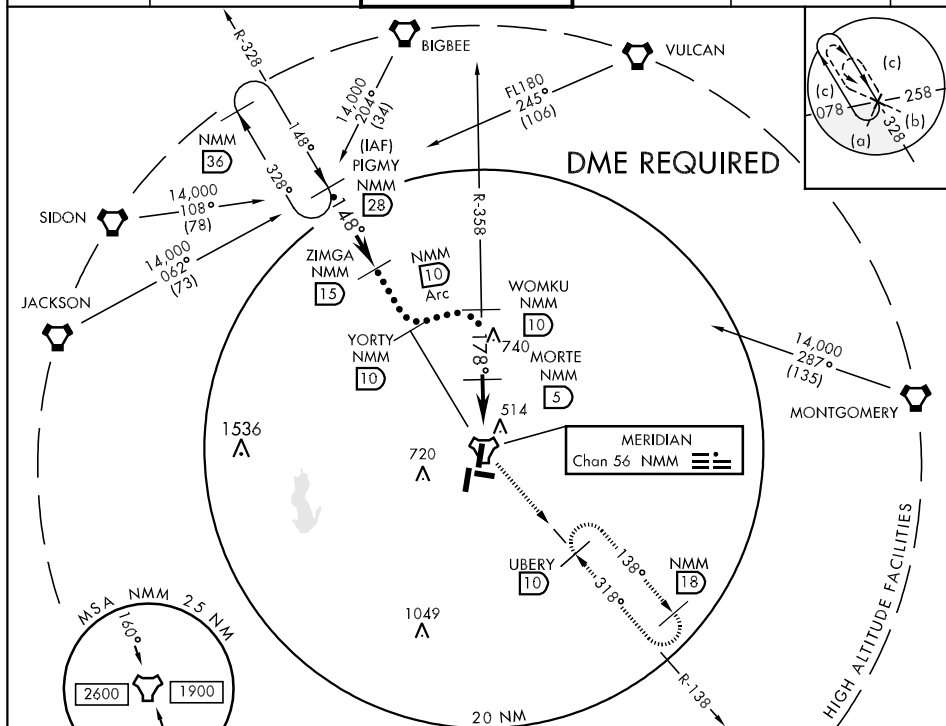
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \* When ALS inop, increase CAT C vis to 1½ miles,  
CAT D to 1½ miles, CAT E to 1¾ miles.

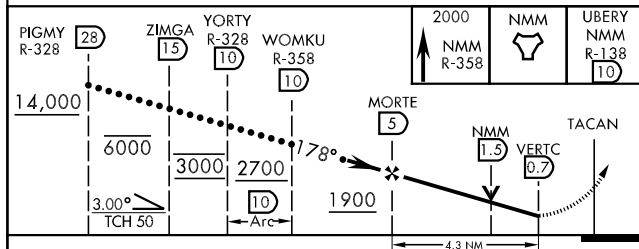


MISSED APPROACH: Climb to 2000 via NMM R-358 to TACAN then via R-138 to UBERY and hold.

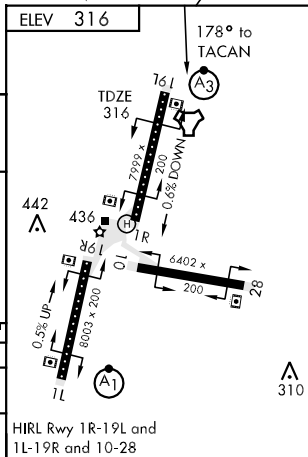
ATIS ★ <b>290.525</b>	MERIDIAN APP CON <b>120.95 276.4</b>	NAVY MC CAIN TOWER ★ <b>126.2 340.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>301.0</b>	ASR/ PAR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S- 19L *	780-¾ 464 (500-¾)	780-1 464 (500-1)	780-1¼ 464 (500-1¼)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



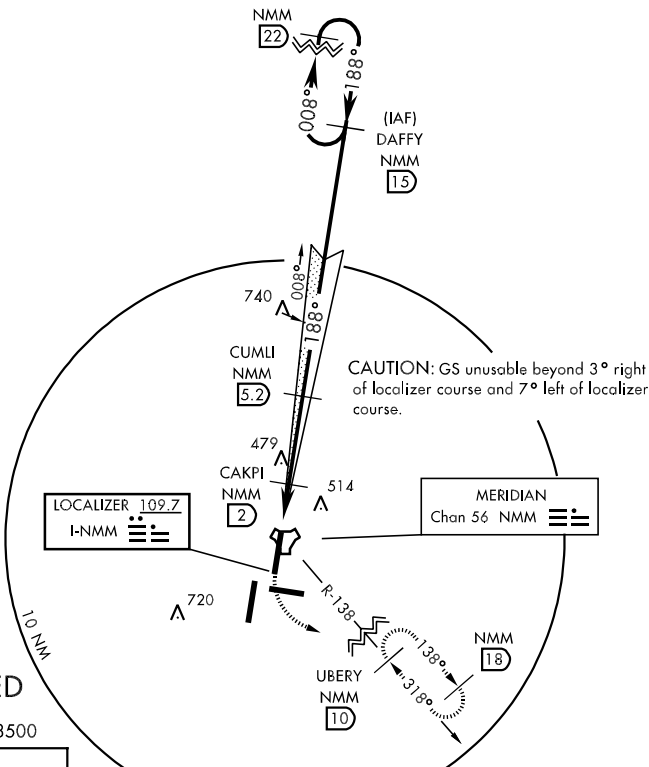
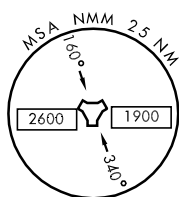
MERIDIAN, MISSISSIPPI

32°33'N -88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

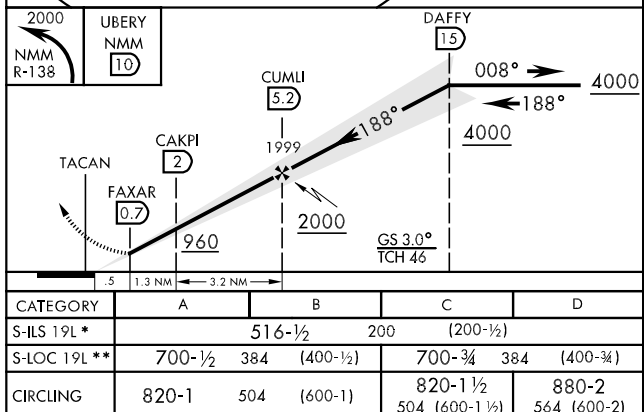
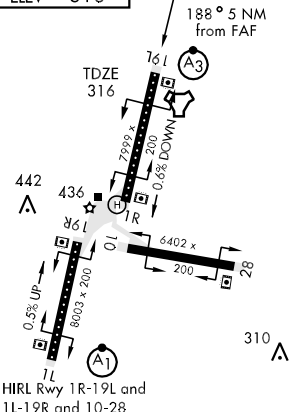
Orig 10098

LOC I-NMM <b>109.7</b>		APCH CRS <b>188°</b>		Rwy Idg <b>7999</b> TDZE <b>316</b> Arpt Elev <b>316</b>	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)		
<div><div>▼</div><div><div>* When ALS inop, increase All CAT vis to ¾ mile.</div><div>** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.</div></div></div>					<div><div>SSALR</div><div><div>A3</div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div>	MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.		
ATIS ★ <b>290.525</b>		MERIDIAN APP CON <b>120.95 276.4</b>		NAVY MC CAIN TOWER ★ <b>126.2 340.2</b>		GND CON <b>336.4</b>	CLNC DEL <b>301.0</b>	ASR/PAR



**RADAR REQUIRED**  
EMERG SAFE ALT 100 NM 3500

ELEV 316



APCH CRS <b>008°</b>	Rwy Idg TDZE <b>253</b>	<b>8003</b>
	Arpt Elev <b>316</b>	

AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

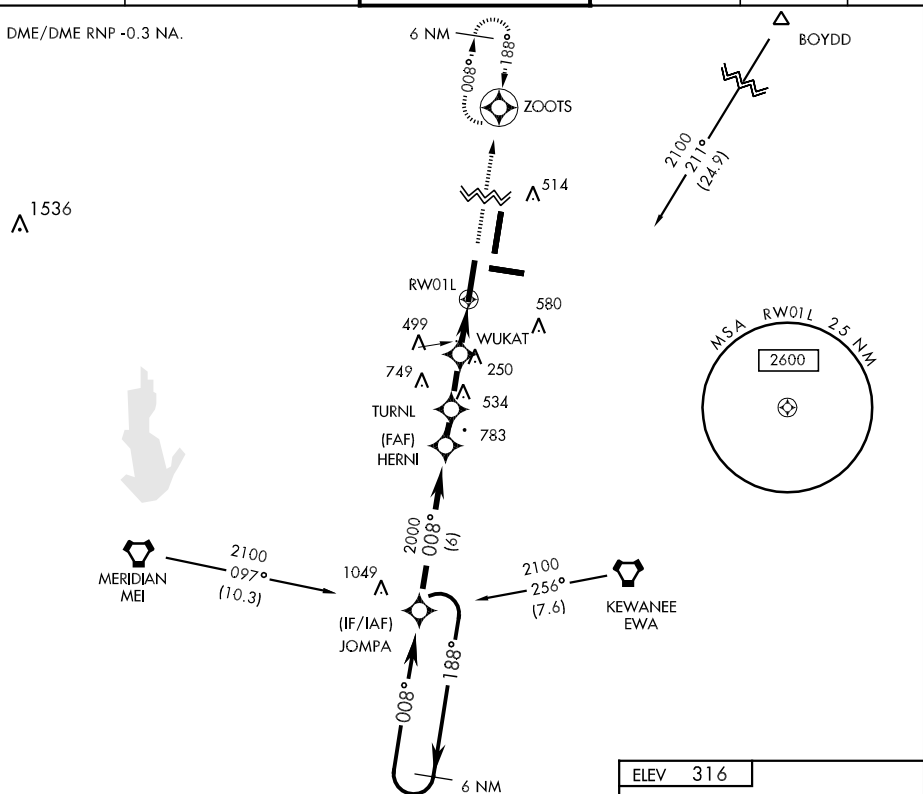
▼ \* When ALS inop, increase CAT AB vis to 1 mile,  
CAT CD to 1½ miles, CAT E to 1¾ miles.



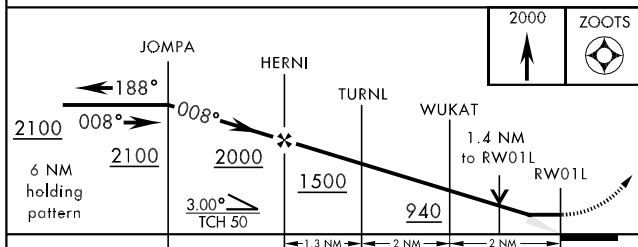
MISSED APPROACH: Climb to 2000 direct ZOOTS  
and hold.

ATIS ★ <b>290.525</b>	MERIDIAN APP CON <b>120.95 276.4</b>	NAVY MC CAIN TOWER ★ <b>126.2 340.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>301.0</b>	ASR/PAR
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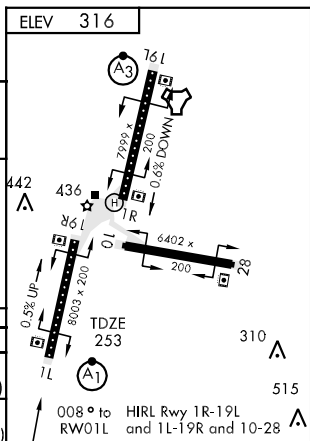
DME/DME RNP -0.3 NA.



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNAV MDA*	760-½ 507 (500-½)	760-1 507 (500-1)	760-1¼ 507 (500-1¼)		
CIRCLING	820-1 504 (600-1)	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)	



MERIDIAN, MISSISSIPPI

32° 33'N-88° 33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10210

RNAV (GPS) RWY 1L

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

APCH CRS <b>188°</b>	Rwy Idg <b>7999</b> TDZE <b>316</b> Arpt Elev <b>316</b>
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AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)



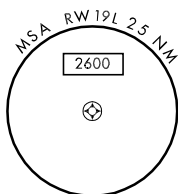
\* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

\*\* When ALS inop, increase All CAT vis to 13¼ miles.



**MISSED APPROACH:** Climb to 2100 direct JOMPA and hold.

ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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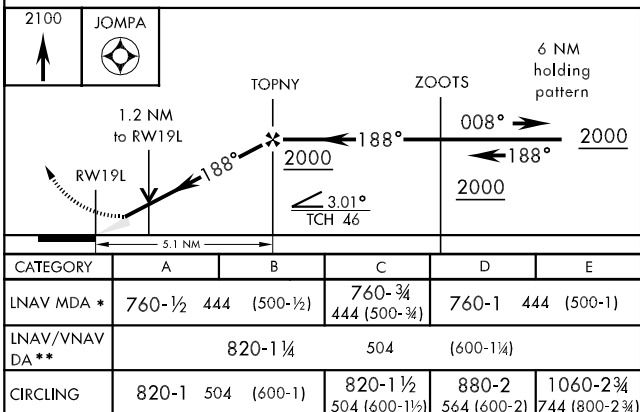
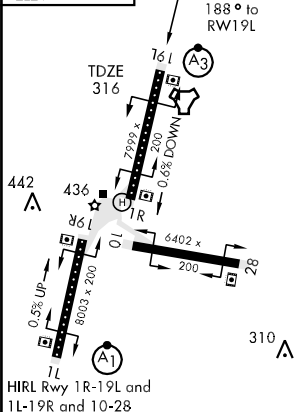
For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (107°F).

DME/DME RNP -0.3 NA.

1544  
A

EMERG SAFE ALT 100 NM 3500

ELEV	316	/
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MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10210

RNAV (GPS) RWY 19L

**SC-4, 26 AUG 2010 to 23 SEP 2010**

SC-4. 26 AUG 2010 to 23 SEP 2010

## NATCHEZ

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (HEZ) 6 NE UTC-6(-5DT)

HOUSTON

H-6J, L-22F

IAP

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL JET A Class IV, ARFF Index A. NOTAM FILE HEZ

RWY 13-31: H6500X150 (ASPH-GRVD) S-50, D-78, 2S-100, 2D-172 MIRL

RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 31: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 18-36: H5000X150 (ASPH) S-83, D-113, 2S-143, 2D-65 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 37'. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 601-442-5171. Deer on and invof rws.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.675 (601) 446-8022 LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NATCHEZ RCO 122.1R 110.0T (GREENWOOD RADIO)

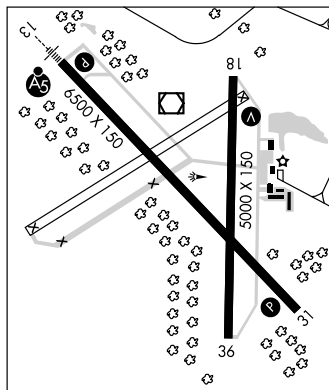
Ⓡ HOUSTON CENTER APP/DEP CON 120.975

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09' W91°17.98' at fld. 280/03E. DME unmonitored.

NATCHEZ-ADAMS CO NDB (MHW) 388 HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.

ILS 111.35 I-HEZ Rwy 13. Class IB. GS unmonitored.

**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.

HOUSTON

NDB (MHW) 388 HAH 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.

L-22F

**NEW ALBANY-UNION CO** (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'

MEMPHIS

413 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 18-36: H3903X75 (ASPH) S-20 MIRL

IAP

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs, Sat 1400-1800Z. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 opr dusk-0400Z. After 0400Z. ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.

## NEWTON

**JAMES H EASOM FLD** (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'

MEMPHIS

369 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 13-31: H3000X75 (ASPH) S-21 MIRL

RWY 13: Trees. RWY 31: PVASI(P5L)—GA 7.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z. For attendant after hrs and emergencies only call 601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy 13-31—CTAF. PAPI Rwy 31 opr continuously.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E. HIWAS.

**OCEAN SPRINGS** (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'

NEW ORLEANS

20 B S6 FUEL 100LL NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3500X50 (ASPH) S-10 MIRL

RWY 18: Tree.

**AIRPORT REMARKS:** Attended 1500-2300Z. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SEMMES (H) VORTAC 115.3 SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.



WAAS CH <b>50505</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg <b>6500</b> TDZE <b>266</b> Apt Elev <b>272</b>
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NATCHEZ/

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

RNAV (GPS) RWY 13

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting: increase all LPV DAs to 655 and all visibilities to 1½ miles; all LNAV/VNAVs DA to 785 and all visibilities to 1¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile.

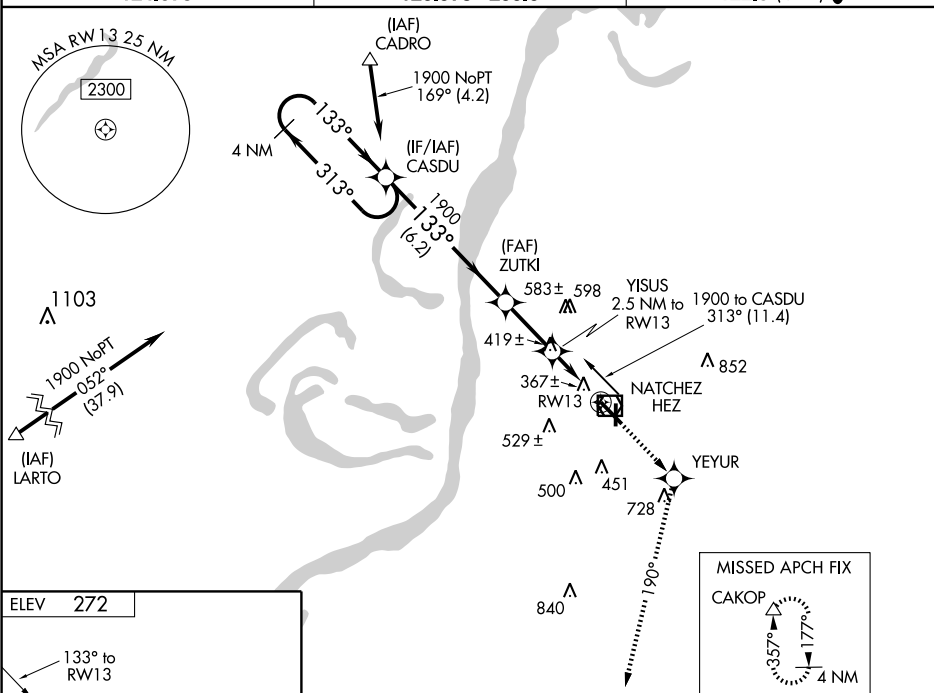
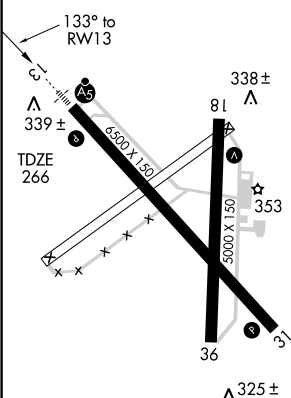
MALSR

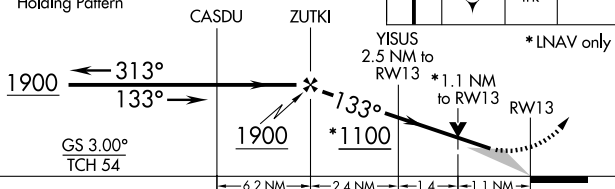


MISSED APPROACH:  
Climb to 2200 direct  
YEYUR and via  
190° track to CAKOP  
and hold.

 AWOS-3  
**124.675**

 HOUSTON CENTER  
**120.975 299.6**

 UNICOM  
**122.8 (CTAF) 0**
ELEV **272**
 HIRL Rwy 13-31  
MIRL Rwy 18-36 0

 4 NM  
Holding Pattern


CATEGORY	A	B	C	D
LPV DA		522-½	256 (300-½)	
LNAV/VNAV DA		652-¾	386 (400-¾)	
LNAV MDA	680-½ 414 (500-½)		680-¾ 414 (500-¾)	680-1 414 (500-1)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

 NATCHEZ, MISSISSIPPI  
Orig 10154

 NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)  
31°37'N - 91°18'W

RNAV (GPS) RWY 13

APP CRS **178°**  
Rwy Idg **5000**  
TDZE **272**  
Apt Elev **272**

# RNAV (GPS) RWY 18

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

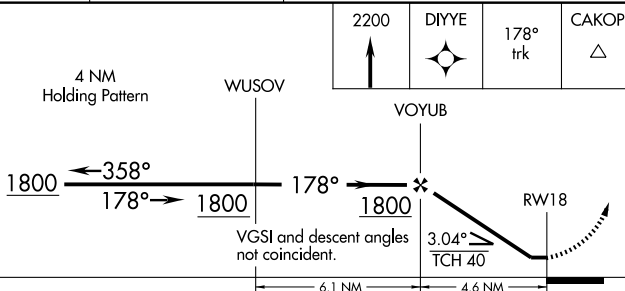
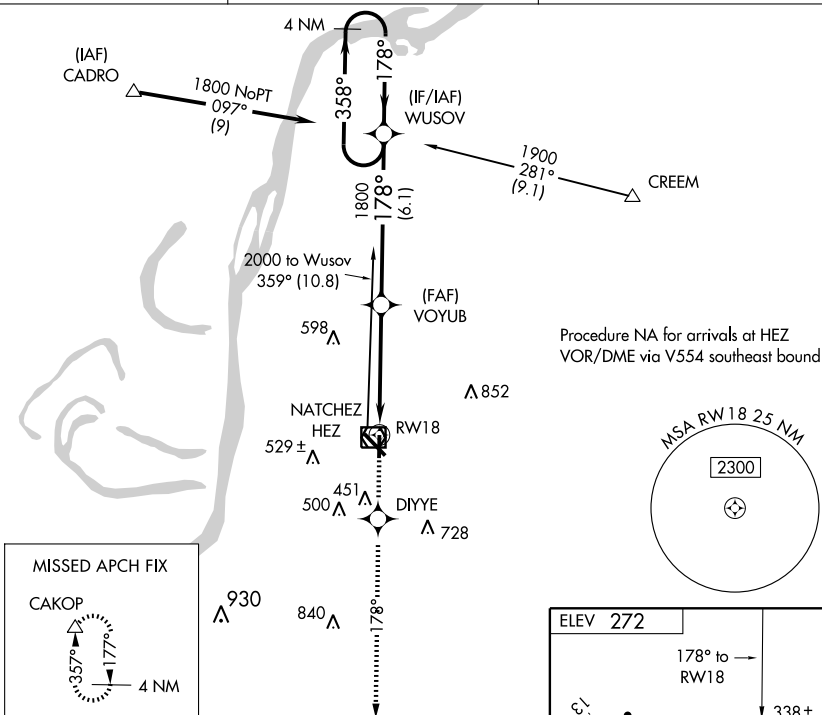
- ▼ When local altimeter setting not received, use Vicksburg Tallulah  
▲ Rgnl altimeter setting and increase all MDAs 140 feet, and  
increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and  
via 178° track to CAKOP and hold.

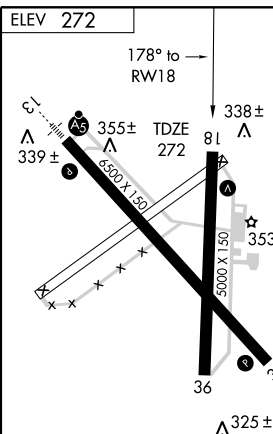
AWOS-3  
**124.675**

HOUSTON CENTER  
**120.975 299.6**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	620-1	348 (400-1)	620-1¼	348 (400-1¼)
CIRCLING	740-1	468 (500-1)	780-1½	840-2
			508 (600-1½)	568 (600-2)



HIRL Rwy 13-31  
MIRL Rwy 18-36 0

APP CRS **313°**  
Rwy ldg **6500**  
TDZE **272**  
Apt Elev **272**

## RNAV (GPS) RWY 31

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

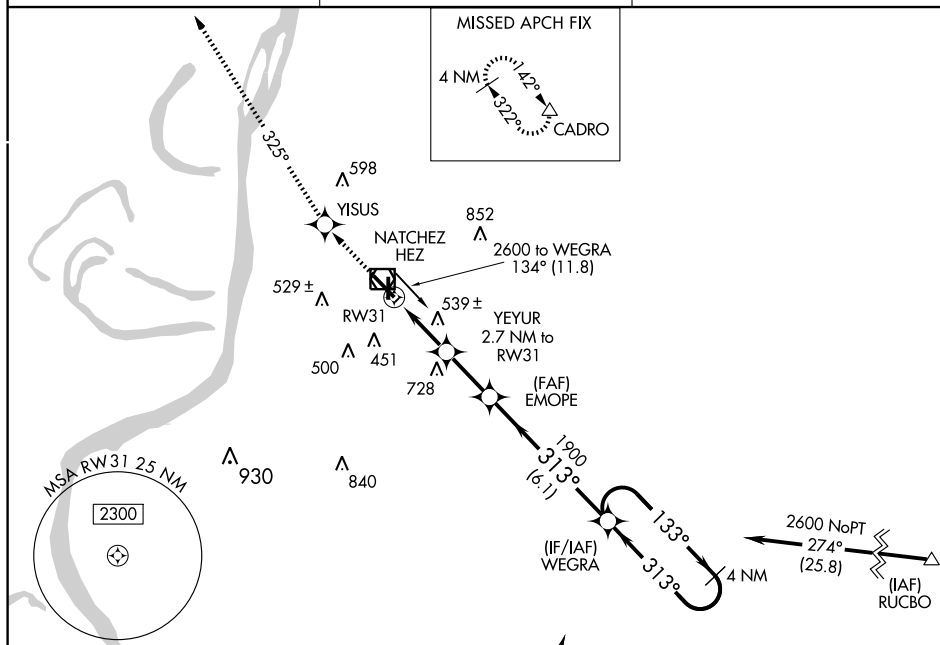
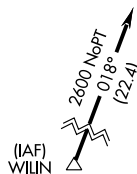
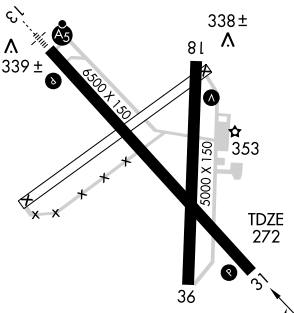
**MISSED APPROACH:** Climb to 2000  
direct YISUS and via 325° track to  
CADRO and hold.

AWOS-3  
**124.675**

HOUSTON CENTER  
**120.975 299.6**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX

ELEV **272**

2000	YISUS	325° trk	CADRO	4 NM Holding Pattern
	YEYUR 2.7 NM to RW31	EMOPE	WEGRA	
	1160	1900	133°	2600
	2.7 NM	2.2 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	800-1 528 (600-1)	800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)	800-2 528 (600-2)
CIRCLING	800-1 528 (600-1)	800-1½ 528 (600-1½)	800-2 528 (600-2)	800-2 528 (600-2)

HIRL Rwy 13-31  
MIRL Rwy 18-36 **0**

NATCHEZ, MISSISSIPPI  
Orig 10154

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)  
31°37'N - 91°18'W

RNAV (GPS) RWY 31

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

APP CRS  
**005°**

Rwy Idg  
**272**

Apt Elev  
**272**

# RNAV (GPS) RWY 36

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

▼ When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

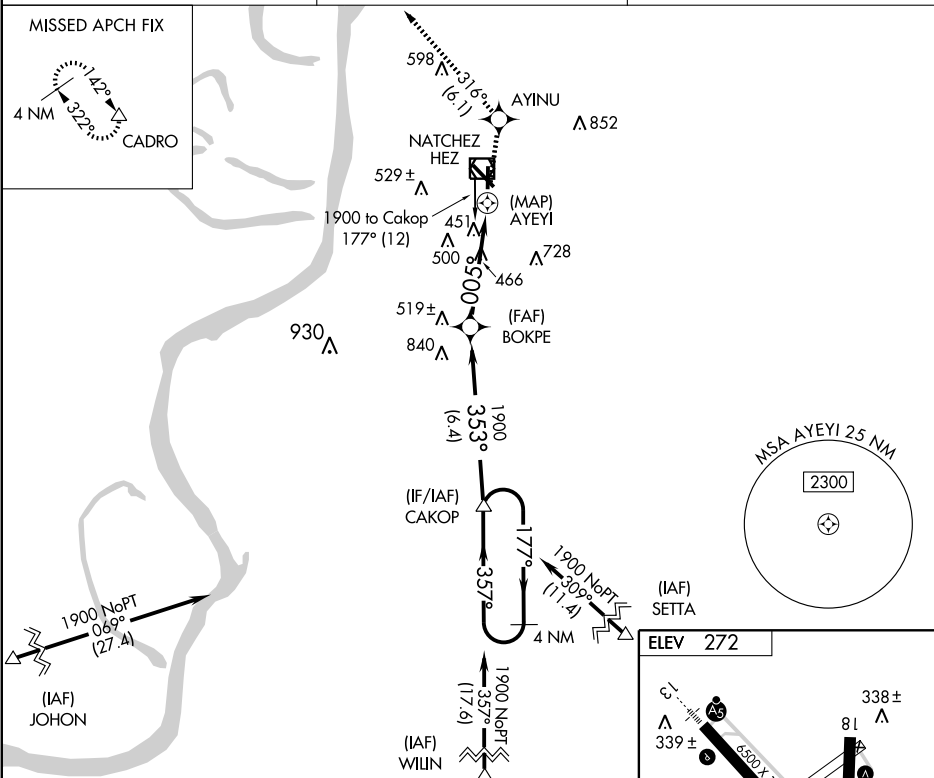
MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

AWOS-3  
**124.675**

HOUSTON CENTER  
**120.975 299.6**

UNICOM  
**122.8 (CTAF) ①**

MISSED APCH FIX



ELEV 272

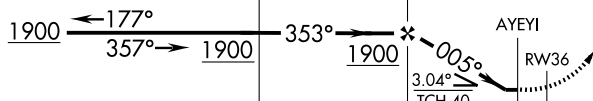
4 NM  
Holding Pattern

2000

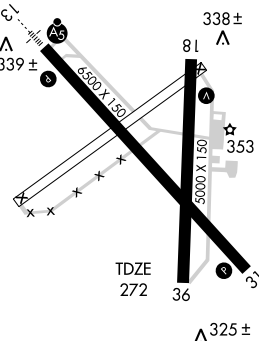
AYINU

316°

CADRO



CATEGORY	A	B	C	D
RNAV MDA	780-1	508 (600-1)	780-1½	508 (600-1½)
CIRCLING	780-1	508 (600-1)	780-1½	840-2
			508 (600-1½)	568 (600-2)



005° 4.5 NM  
to AYEYI

HIRL Rwy 13-31  
MIRL Rwy 18-36 ①

VOR/DME HEZ	APP CRS	Rwy Idg	6500
110.0	124°	TDZE	266
Chan 37		Apt Elev	272

AL-967 (FAA)

NATCHEZ/

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

VOR/DME RWY 13

**V** If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

MALSR

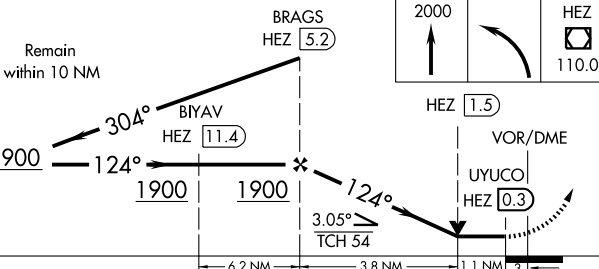
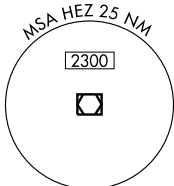
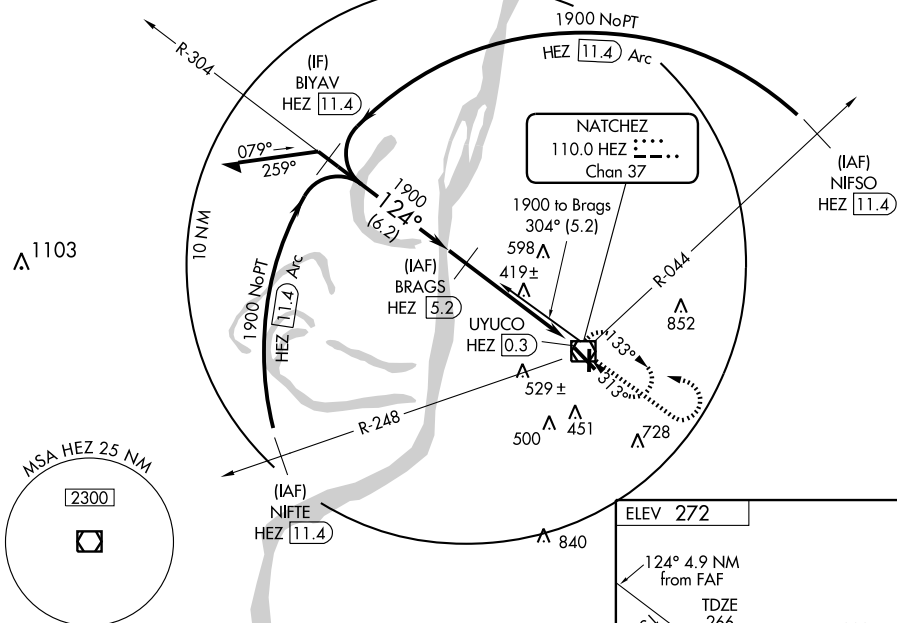


MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3  
124.675

HOUSTON CENTER  
120.975 299.6

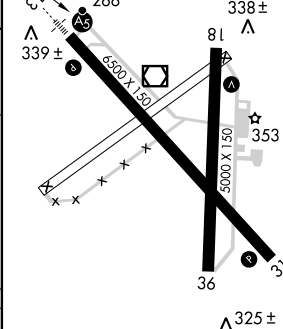
UNICOM  
122.8 (CTAF) **0**



ELEV 272

124° 4.9 NM from FAF

TDZE 266



CATEGORY	A	B	C	D
S-13	680-¾	414 (500-¾)		
CIRCLING	740-1 468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)	

HIRL Rwy 13-31  
MIRL Rwy 18-36 **0**

VOR/DME HEZ <b>110.0</b> Chan <b>37</b>	APP CRS <b>197°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>272</b> <b>272</b>
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NATCHEZ/  
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

# VOR RWY 18

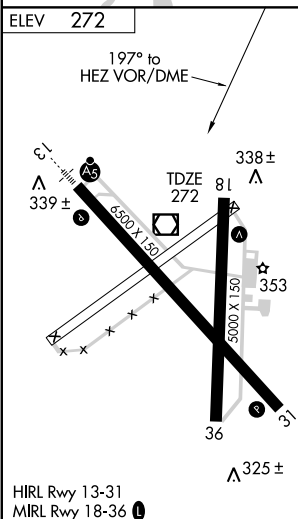
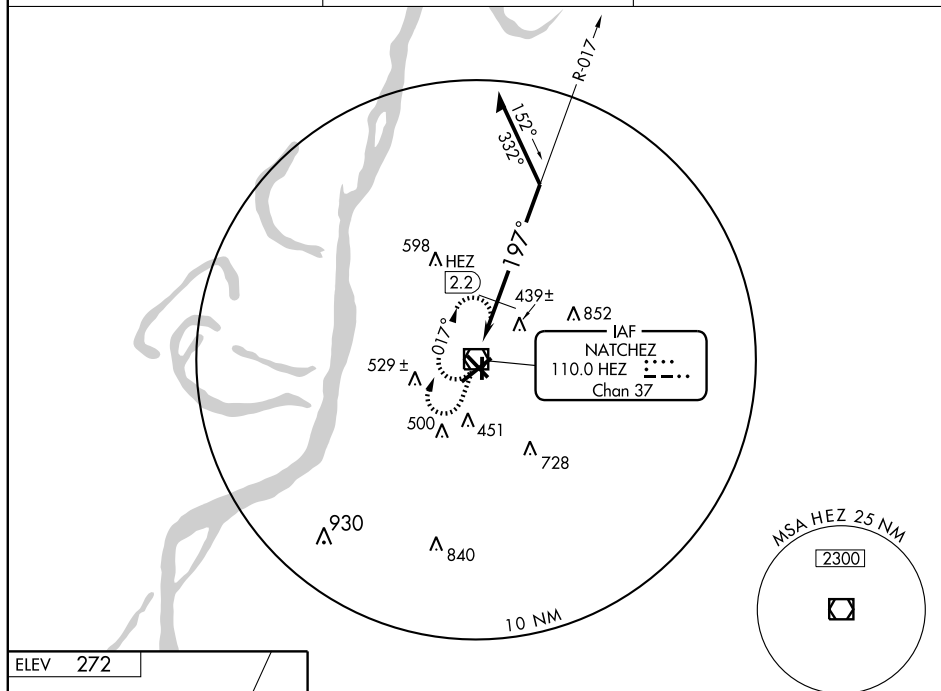
**NA** Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

AWOS-3  
**124.675**

HOUSTON CENTER  
**120.975 299.6**

UNICOM  
**122.8 (CTAF) 0**



1000

1900

HEZ

110.0

VOR/DME

017°

HEZ

2.2

197°

1900

800

2.2 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-18	800-1	528 (600-1)	800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1	528 (600-1)	800-1½ 528 (600-1½)	840-2 568 (600-2)
DME MINIMUMS				
S-18	700-1	428 (500-1)	700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	720-1 448 (500-1)	740-1 468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)

## NATCHEZ

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (HEZ) 6 NE UTC-6(-5DT)

HOUSTON

H-6J, L-22F

IAP

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL JET A Class IV, ARFF Index A. NOTAM FILE HEZ

RWY 13-31: H6500X150 (ASPH-GRVD) S-50, D-78, 2S-100, 2D-172 MIRL

RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 31: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 18-36: H5000X150 (ASPH) S-83, D-113, 2S-143, 2D-65 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 37'. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 601-442-5171. Deer on and invof rws.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.675 (601) 446-8022 LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NATCHEZ RCO 122.1R 110.0T (GREENWOOD RADIO)

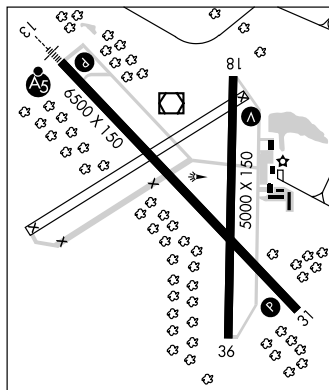
Ⓡ HOUSTON CENTER APP/DEP CON 120.975

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09' W91°17.98' at fld. 280/03E. DME unmonitored.

NATCHEZ-ADAMS CO NDB (MHW) 388 HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.

ILS 111.35 I-HEZ Rwy 13. Class IB. GS unmonitored.

**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.

HOUSTON

NDB (MHW) 388 HAH 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.

L-22F

**NEW ALBANY-UNION CO** (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'

MEMPHIS

413 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 18-36: H3903X75 (ASPH) S-20 MIRL

IAP

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs, Sat 1400-1800Z. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 opr dusk-0400Z. After 0400Z. ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.

## NEWTON

**JAMES H EASOM FLD** (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'

MEMPHIS

369 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 13-31: H3000X75 (ASPH) S-21 MIRL

RWY 13: Trees. RWY 31: PVASI(P5L)—GA 7.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z. For attendant after hrs and emergencies only call 601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy 13-31—CTAF. PAPI Rwy 31 opr continuously.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E. HIWAS.

**OCEAN SPRINGS** (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'

NEW ORLEANS

20 B S6 FUEL 100LL NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3500X50 (ASPH) S-10 MIRL

RWY 18: Tree.

**AIRPORT REMARKS:** Attended 1500-2300Z. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SEMMES (H) VORTAC 115.3 SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.

APP CRS **177°**  
Rwy Idg **3903**  
TDZE **413**  
Apt Elev **413**

# RNAV (GPS) RWY 18

NEW ALBANY-UNION CO (M72)

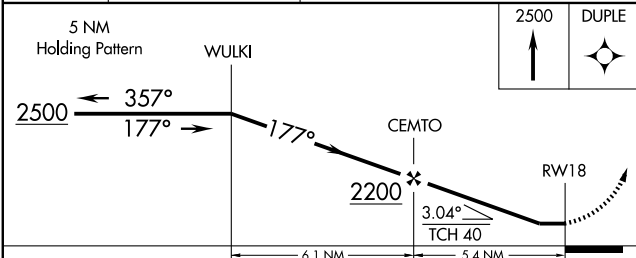
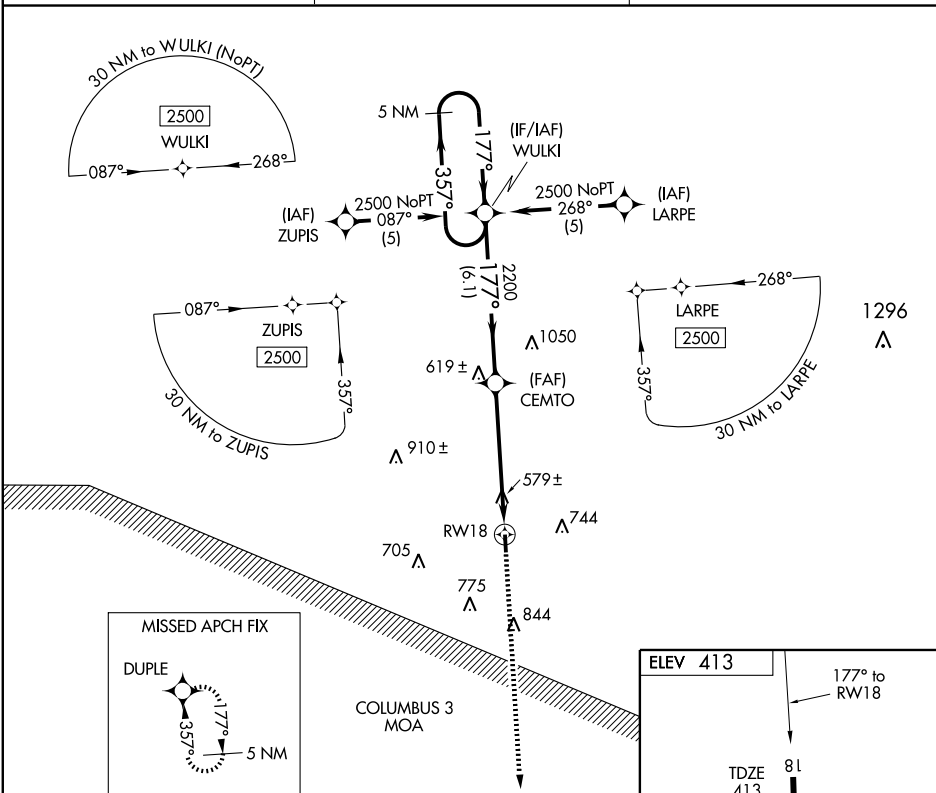
**▽** Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2500 direct DUPE and hold.

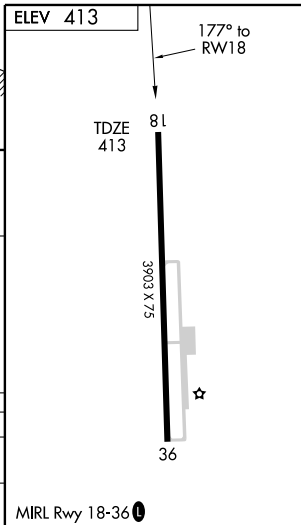
TUPELO ASOS  
**133.525**

MEMPHIS CENTER  
**135.9 273.55**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	900-1 487 (500-1)	900-1 487 (500-1 1/4)	900-1 1/4 487 (500-1 1/4)	NA
CIRCLING	940-1 527 (600-1)	940-1 1/2 527 (600-1 1/2)	940-1 1/2 527 (600-1 1/2)	NA



APP CRS **357°**  
Rwy Idg **3903**  
TDZE **413**  
Apt Elev **413**

# RNAV (GPS) RWY 36

NEW ALBANY-UNION CO (M72)

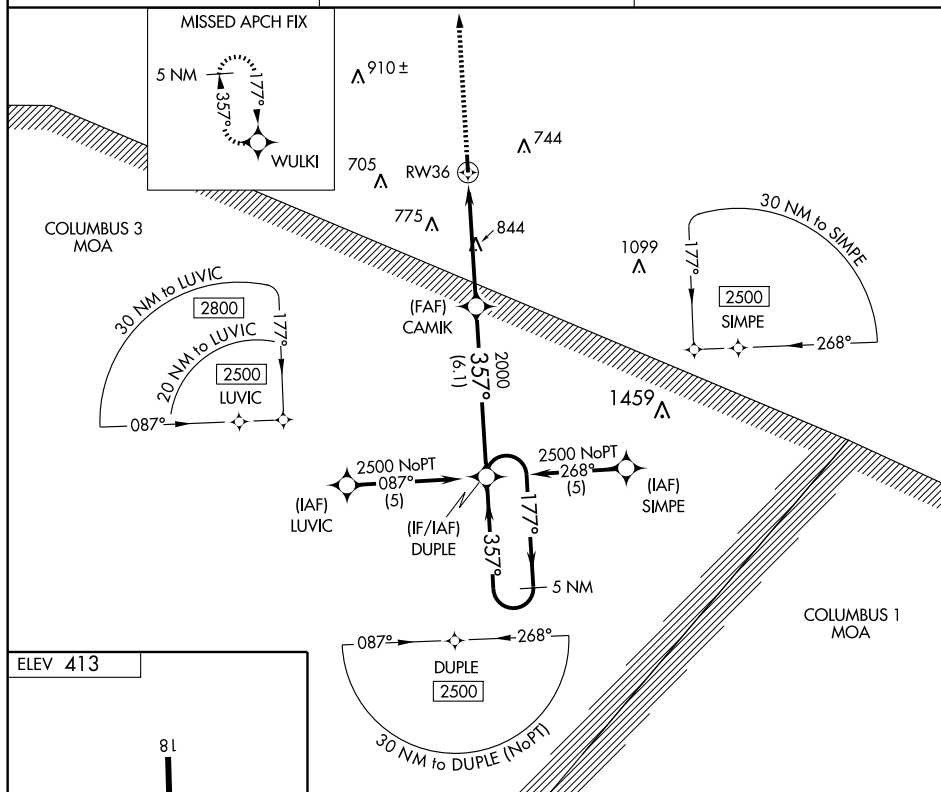
**▼** Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2500 direct WULKI and hold.

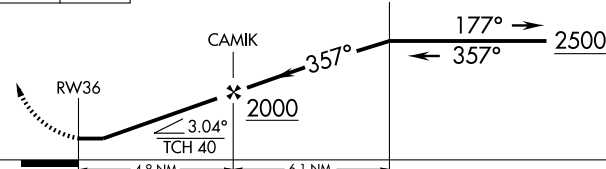
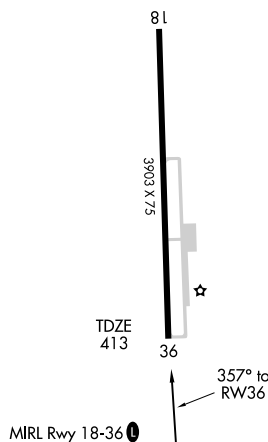
TUPELO ASOS  
**133.525**

MEMPHIS CENTER  
**135.9 273.55**

UNICOM  
**122.8 (CTAF) 0**



ELEV 413



CATEGORY	A	B	C	D
RNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

**OKOLONA MUNI—RICHARD STOVALL FLD** (5A4) 2 NE UTC-6(-5DT)

MEMPHIS

N34°00.95' W88°43.57'

L-18G

335 B NOTAM FILE GWO

IAP

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

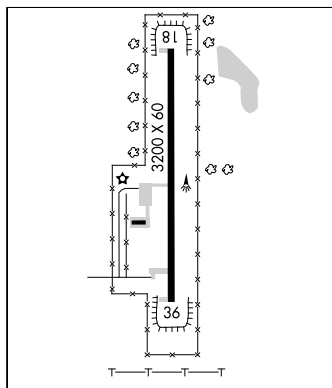
**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and inofv Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays, other times etc.

**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

**TUPELO (L) VORW/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

H-6J, L-18G

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

IAP

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

**AIRPORT REMARKS:** Attended 1300-0200Z±. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acct only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7Ⓡ **MEMPHIS APP CON** 125.8 120.07Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)**TOWER** 125.275 (1300-0300Z±) **GND CON** 121.2 **CLNC DEL** 121.2**AIRSPACE:** CLASS D svc 1300-0300Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

H-6J, L-18G

RWY 09-27: H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

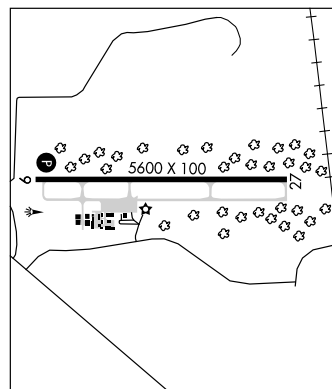
**AIRPORT REMARKS:** Attended 1300-0000Z±. For arpt attendant ngts call 662-234-2036. Deer inofv Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200). MIRL Rwy 09-27 opr dusk-0400Z±, after 0400Z±, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 182° 23.2 NM to fld. 630/03E.

**TUNNG NDB (LOM)** 426 UV N34°23.11' W89°37.56' 089° 4.4 NM to fld.

**ILS** 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only) Unmonitored 2300-1400Z±.



APP CRS **179°**  
 Rwy Idg **3200**  
 TDZE **335**  
 Apt Elev **335**

# RNAV (GPS) RWY 18

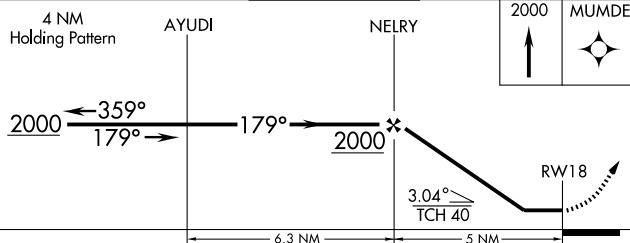
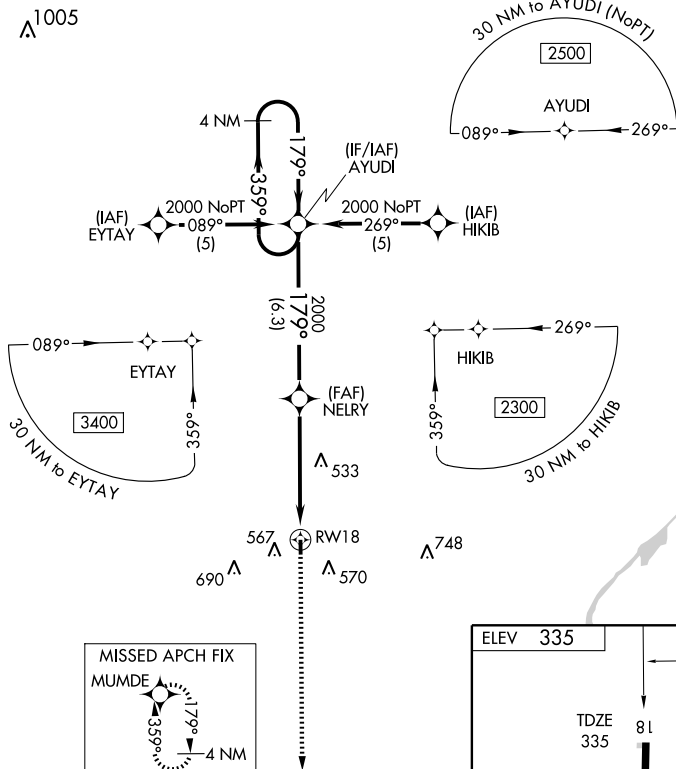
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

**▽** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲ NA** Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.

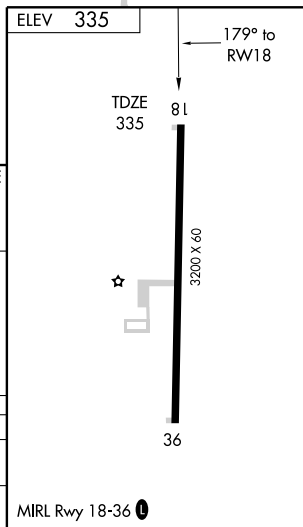
MISSED APPROACH: Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON ★  
**126.075 229.15**

CTAF  
**122.9 0**



CATEGORY	A	B	C	D
LNVA MDA	820-1	485 (500-1)	820-1¼ 485 (500-1¼)	NA
CIRCLING	920-1	585 (600-1)	920-1½ 585 (600-1½)	NA



APP CRS  
**359°**

Rwy Idg **3200**  
TDZE **335**  
Apt Elev **335**

# RNAV (GPS) RWY 36

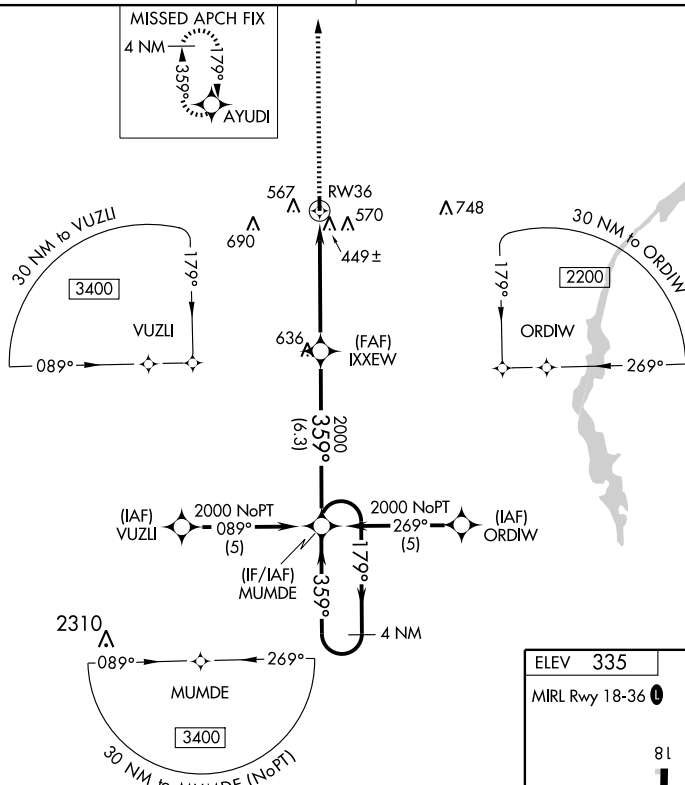
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

**▼** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

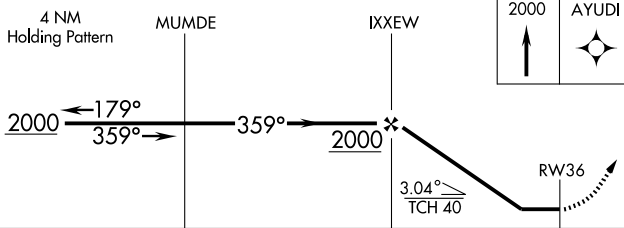
MISSED APPROACH: Climb to 2000  
direct AYUDI and hold.

COLUMBUS APP CON ★  
**126.075 229.15**

CTAF  
**122.9 0**



4 NM  
Holding Pattern



ELEV 335

MIRL Rwy 18-36 0

81

3200 X 60



TDZE 335

36

359° to  
RW36

CATEGORY	A	B	C	D
RNAV MDA	860-1	525 (600-1)	860-1½ 525 (600-1½)	NA
CIRCLING	920-1	585 (600-1)	920-1½ 585 (600-1½)	NA

**OKOLONA MUNI—RICHARD STOVALL FLD** (5A4) 2 NE UTC-6(-5DT)

MEMPHIS

N34°00.95' W88°43.57'

L-18G

335 B NOTAM FILE GWO

IAP

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

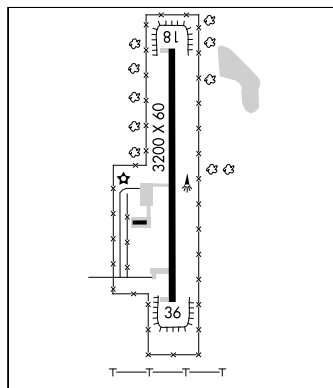
**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and inofv Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri,  
1600-2300Z± Sun, clsd Sat and holidays, other times etc.

**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

**TUPELO (L) VORW/DME** 109.8 OTB Chan 35 N34°13.43'  
W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

H-6J, L-18G

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

IAP

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

**AIRPORT REMARKS:** Attended 1300-0200Z±. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acct only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRs.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7Ⓡ **MEMPHIS APP CON** 125.8 120.07Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)**TOWER** 125.275 (1300-0300Z±) **GND CON** 121.2 **CLNC DEL** 121.2**AIRSPACE:** CLASS D svc 1300-0300Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

H-6J, L-18G

RWY 09-27: H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

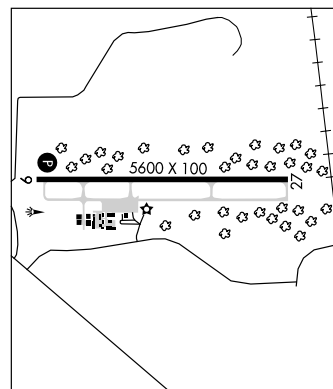
**AIRPORT REMARKS:** Attended 1300-0000Z±. For arpt attendant ngts call 662-234-2036. Deer inofv Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200). MIRL Rwy 09-27 opr dusk-0400Z±, after 0400Z±, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22'  
W89°29.79' 182° 23.2 NM to fld. 630/03E.

**TUNNG NDB (LOM)** 426 UV N34°23.11' W89°37.56' 089°  
4.4 NM to fld.

**ILS** 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only)  
Unmonitored 2300-1400Z±.



## ILS or LOC RWY 18

OLIVE BRANCH (OLV)

LOC/DME I-OLV <b>109.3</b> Chan <b>30</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>402</b> <b>402</b>
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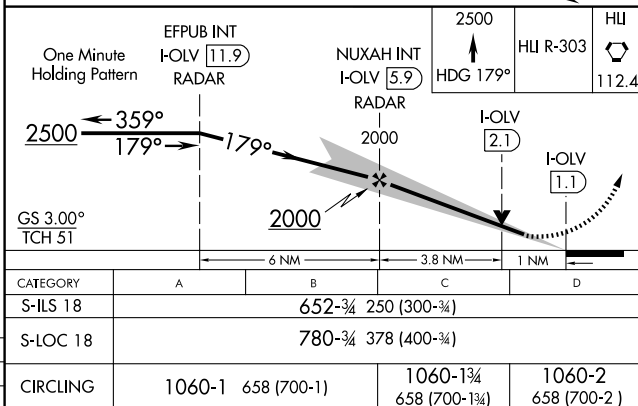
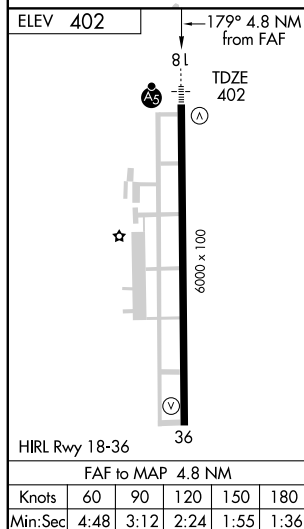
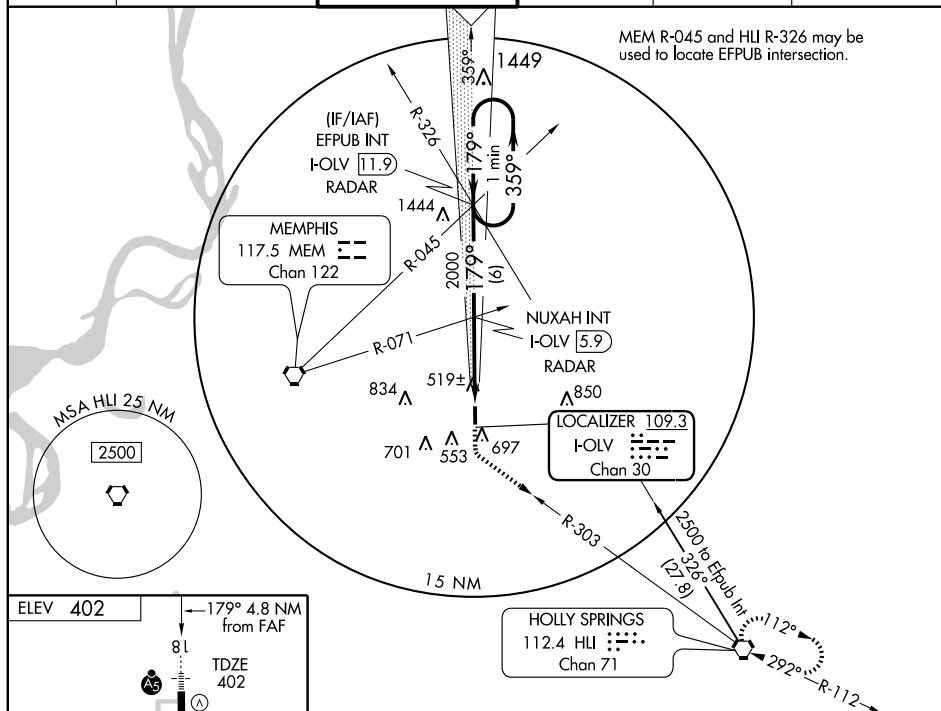
▼ When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting, for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH: Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

ATIS <b>119.925</b>	MEMPHIS APP CON <b>121.0 125.8 338.3</b>	OLIVE BRANCH TOWER <b>125.275</b> (CTAF) <b>0</b>	GND CON <b>121.2</b>	CLNC DEL <b>121.2</b>	UNICOM <b>122.7</b>
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OLIVE BRANCH, MISSISSIPPI

Amdt 2 08325

34° 59' N-89° 47' W

OLIVE BRANCH (OLV)  
ILS or LOC RWY 18

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>61199</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>402</b> <b>402</b>
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# RNAV (GPS) RWY 18

## OLIVE BRANCH (OLV)

▼ If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting.  
BARO-VNAV NA below -1.5°C (5°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 2800  
direct DOCAP and hold.

ATIS  
**119.925**

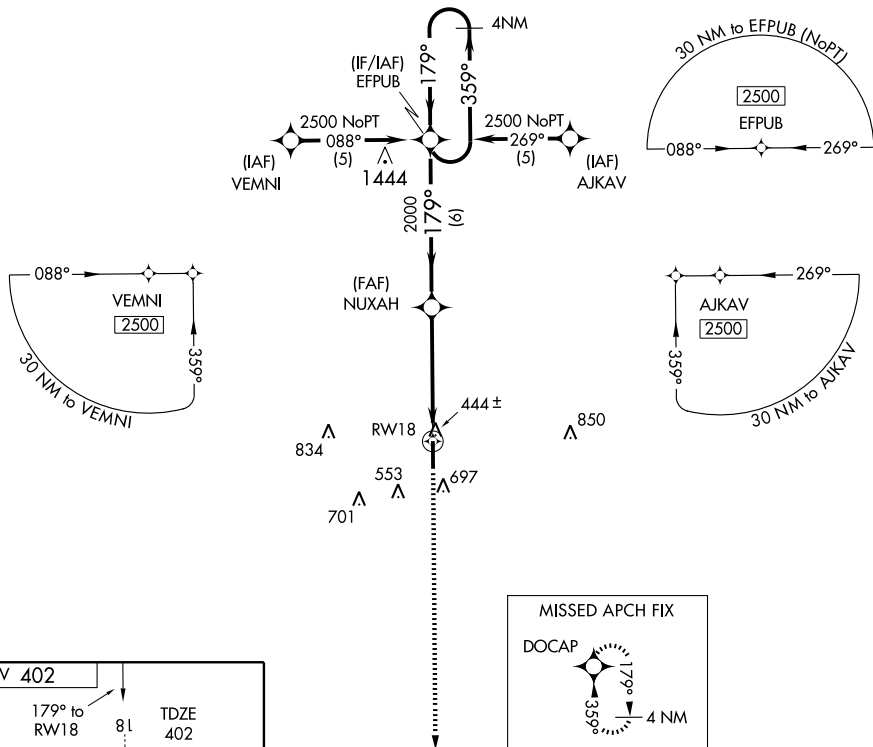
MEMPHIS APP CON  
**121.0 125.8 338.3**

OLIVE BRANCH TOWER  
**125.275 (CTAF) 0**

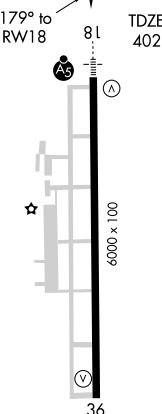
GND CON  
**121.2**

CLNC DEL  
**121.2**

UNICOM  
**122.7**

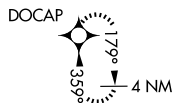


ELEV 402



HIRL Rwy 18-36

MISSED APCH FIX



4 NM Holding Pattern		EFPUB	*LNAV only		2800	DOCAP		
2500		← 359°	179° →	NUXAH	*1.1 NM to RW18			
GS 3.00°		2000		RW18				
TCH 51								
VGSI and RNAV glidepath not coincident.								
		← 6 NM		→ 3.7 NM		→ 1.1		
CATEGORY	A	B	C	D				
LPV DA	652-3/4 250 (300-3/4)							
LNAV/VNAV DA	702-1 300 (300-1)							
LNAV MDA	780-1 378 (400-1)					780-1 1/4 378 (400-1 1/4 )		
CIRCLING	1060-1 658 (700-1)		1060-1 3/4 658 (700-1 3/4)		1060-2 658 (700-2)			

APP CRS **359°**  
 Rwy Idg **6000**  
 TDZE **401**  
 Apt Elev **402**

# RNAV (GPS) RWY 36

OLIVE BRANCH (OLV)

**▼** If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 40 feet.  
**▲** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. VDP NA with Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

ATIS  
**119.925**

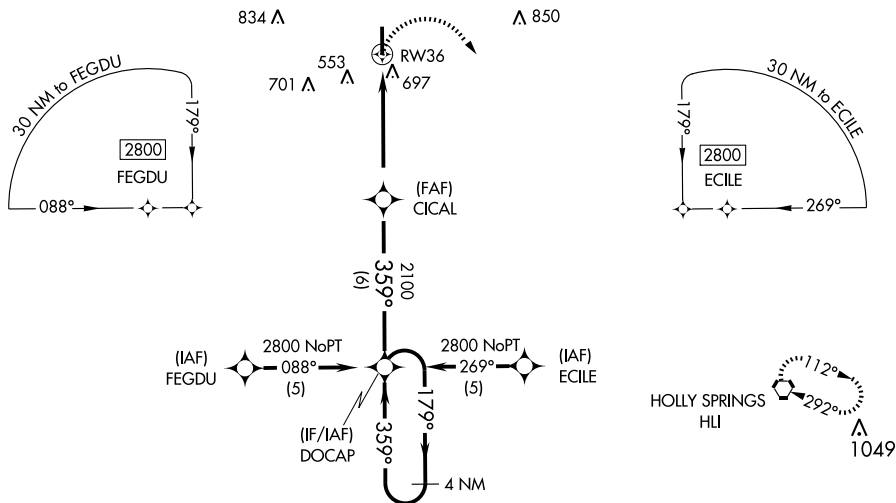
MEMPHIS APP CON  
**121.0 125.8 338.3**

OLIVE BRANCH TOWER  
**125.275** (CTAF) **0**

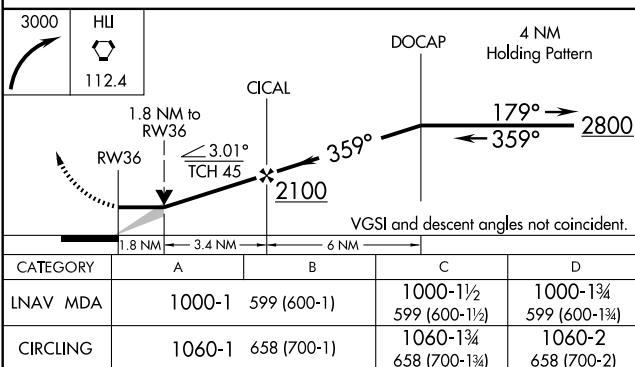
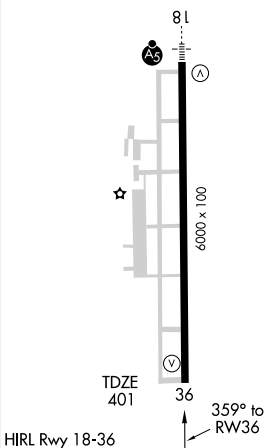
GND CON  
**121.2**

CLNC DEL  
**121.2**

UNICOM  
**122.7**



ELEV **402**



**OKOLONA MUNI—RICHARD STOVALL FLD** (5A4) 2 NE UTC-6(-5DT)

MEMPHIS

N34°00.95' W88°43.57'

L-18G

335 B NOTAM FILE GWO

IAP

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

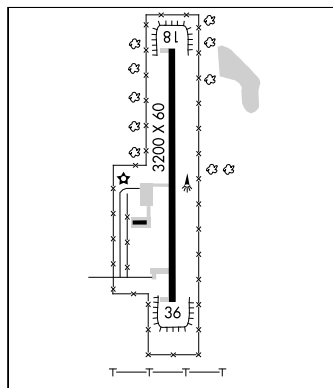
**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and inofv Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays, other times etc.

**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

**TUPELO (L) VORW/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

H-6J, L-18G

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

IAP

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

**AIRPORT REMARKS:** Attended 1300-0200Z±. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acct only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7Ⓡ **MEMPHIS APP CON** 125.8 120.07Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)**TOWER** 125.275 (1300-0300Z±) **GND CON** 121.2 **CLNC DEL** 121.2**AIRSPACE:** CLASS D svc 1300-0300Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

H-6J, L-18G

RWY 09-27: H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z±. For arpt attendant ngts call 662-234-2036. Deer inofv Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200). MIRL Rwy 09-27 opr dusk-0400Z±, after 0400Z±, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 182° 23.2 NM to fld. 630/03E.

**TUNNG NDB (LOM)** 426 UV N34°23.11' W89°37.56' 089° 4.4 NM to fld.

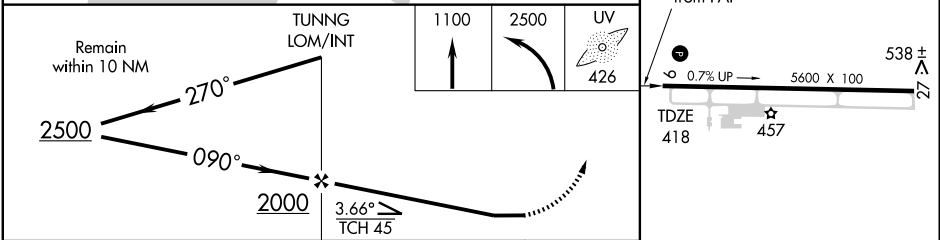
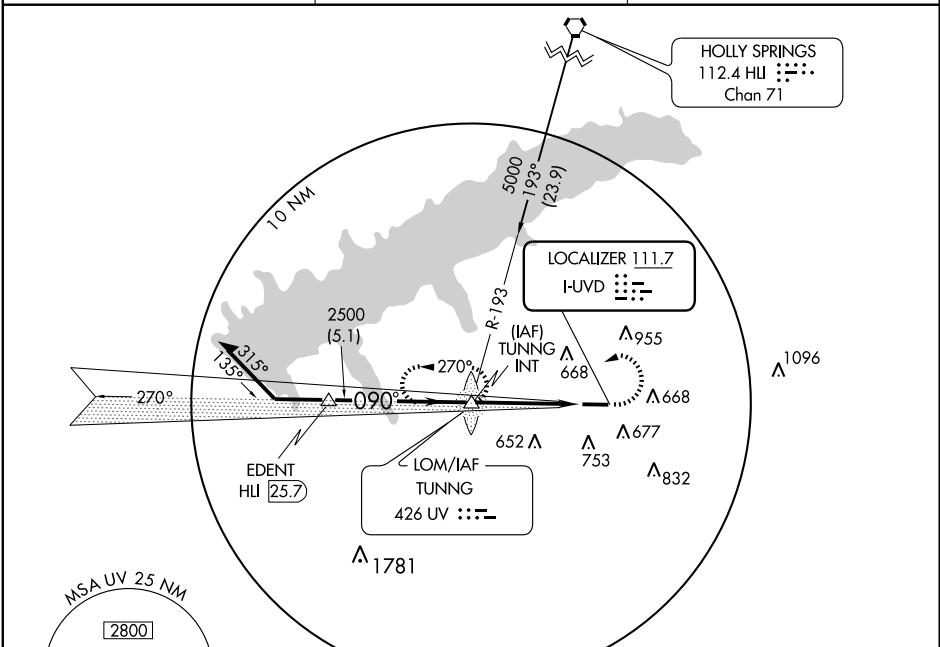
**ILS** 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only) Unmonitored 2300-1400Z±.



LOC I-UV D <b>111.7</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>418</b> <b>452</b>
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<p>▼</p> <p>▲ NA</p> <p>Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.</p>
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<p>AWOS-3</p> <p><b>132.725</b></p>	<p>MEMPHIS CENTER</p> <p><b>128.5 381.4</b></p>	<p>UNICOM</p> <p><b>123.0 (CTAF) 0</b></p>
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CATEGORY	A	B	C	D
S-9	840-1	422 (400-1)	840-1 1/4	422 (400-1 1/4)
CIRCLING	980-1	528 (600-1)	1060-1 3/4	1060-2
			608 (700-1 3/4)	608 (700-2)

MIRL Rwy 9-27 <b>L</b>					
REIL Rwy 27					
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

WAAS CH <b>77800</b> <b>W09A</b>	APP CRS <b>090°</b>	Rwy Idg <b>5600</b> TDZE <b>418</b> Apt Elev <b>452</b>
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# RNAV (GPS) RWY 9

OXFORD/ UNIVERSITY-OXFORD (UOX)

**▼** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.

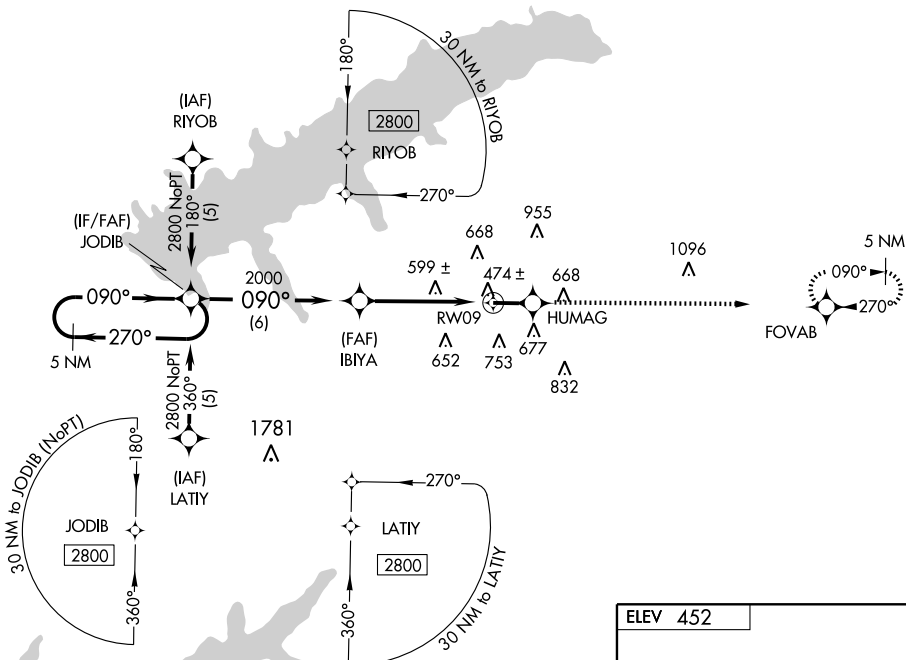
**▲ NA**

**MISSED APPROACH:** Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

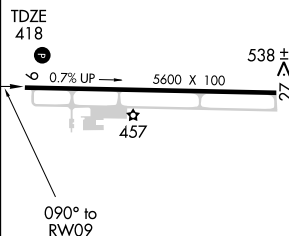
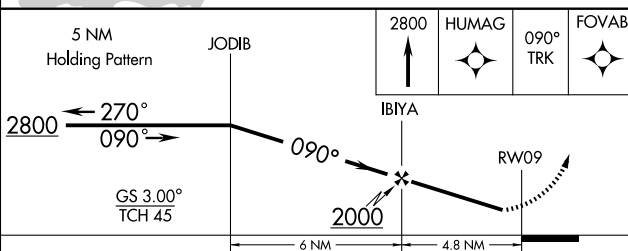
AWOS-3  
**132.725**

MEMPHIS CENTER  
**128.5 381.4**

UNICOM  
**123.0 (CTAF) 0**



ELEV 452



CATEGORY	A	B	C	D
LPV DA	668-1	250 (300-1)		
LNAV/VNAV DA	876-1¾	458 (500-1¾)		
LNAV MDA	920-1	502 (500-1)	920-1½	502 (500-1½)
CIRCLING	980-1	528 (600-1)	1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

APP CRS  
**270°**

Rwy Ldg **5600**  
TDZE **452**  
Apt Elev **452**

# RNAV (GPS) RWY 27

OXFORD/ UNIVERSITY-OXFORD (UOX)

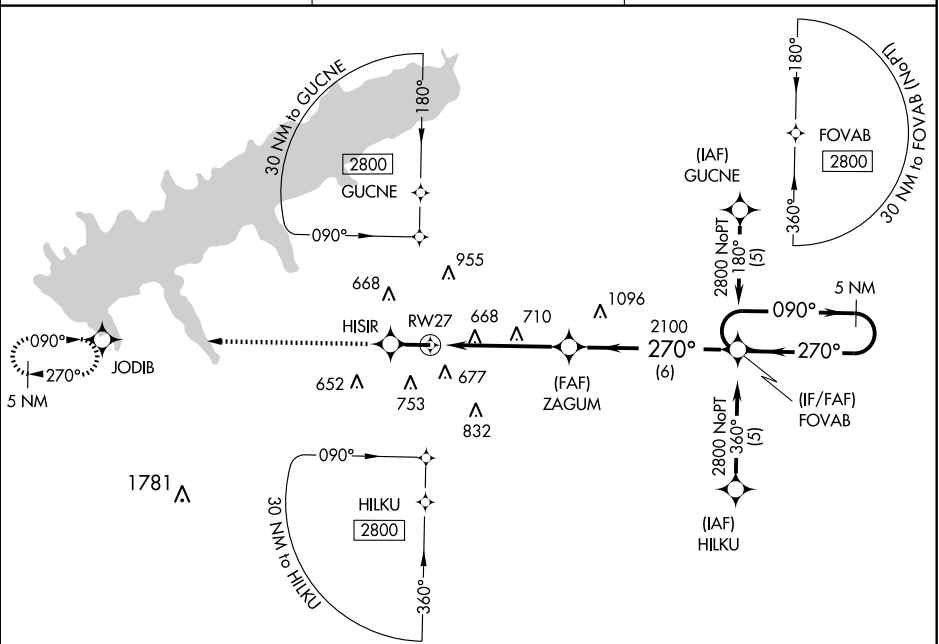
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

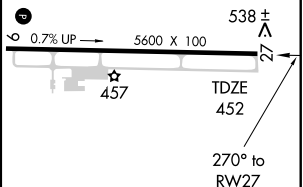
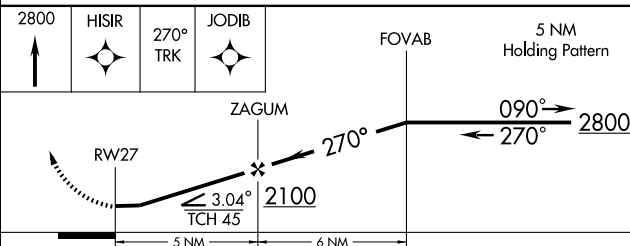
AWOS-3  
**132.725**

MEMPHIS CENTER  
**128.5 381.4**

UNICOM  
**123.0 (CTAF)**



ELEV 452



CATEGORY	A	B	C	D
LNVA MDA	960-1 508 (600-1)	960-1½ 508 (600-1½)		
CIRCLING	980-1 528 (600-1)	1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)	

VORTAC HLI <b>112.4</b> Chan <b>71</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>452</b>
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# VOR/DME or GPS-A

OXFORD/ UNIVERSITY-OXFORD (UOX)

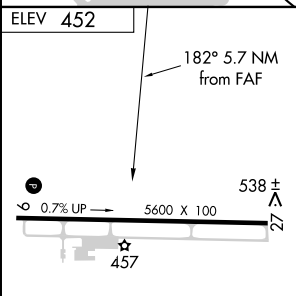
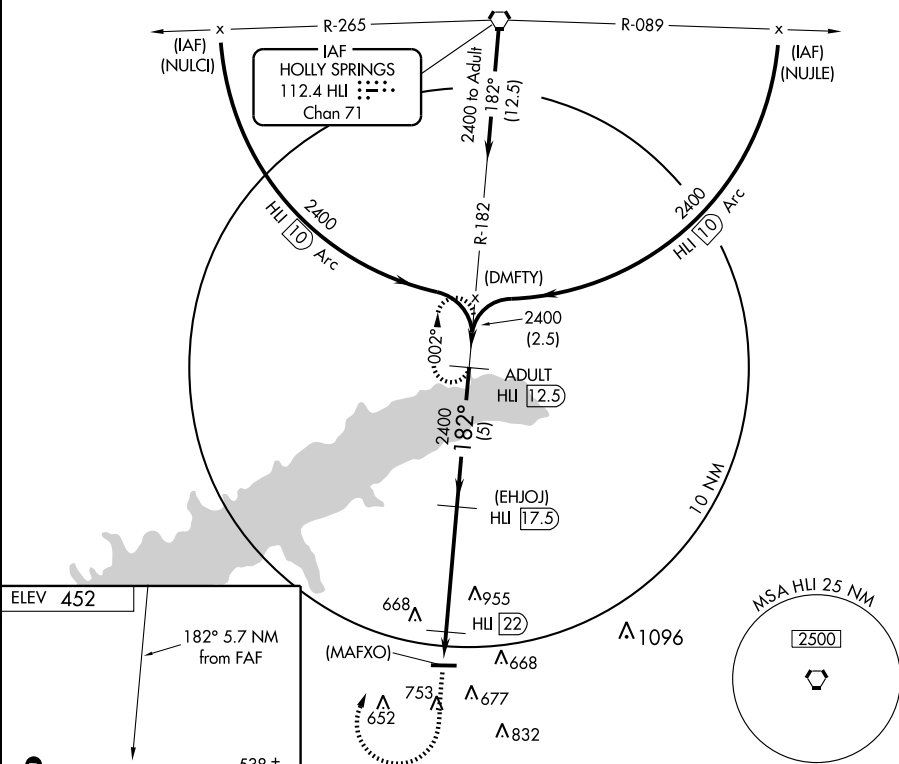
▼  
▲ NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.

AWOS-3  
**132.725**

MEMPHIS CENTER  
**128.5 381.4**

UNICOM  
**123.0 (CTAF)**



1800	2400	ADULT HLI 12.5	(EHJOJ) HLI 17.5	Procedure Turn NA	ADULT HLI 12.5
HLI R-182	HLI 22	(MAFXO) HLI 23.2	182°	2400	182°
1340	4.5 NM	5 NM			
CATEGORY	A	B	C	D	
CIRCLING	1240-1 788 (800-1)	1240-1¼ 788 (800-1¼)	1240-2¼ 788 (800-2¼)	1240-2½ 788 (800-2½)	

MIRL Rwy 9-27  
REIL Rwy 27

**PANOLA CO** (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z)

TOWER 118.575 (Mon-Fri 1100-0200Z, Sat-Sun

1400-0000Z) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z, Sat-Sun

1400-0000Z, other times CLASS G.

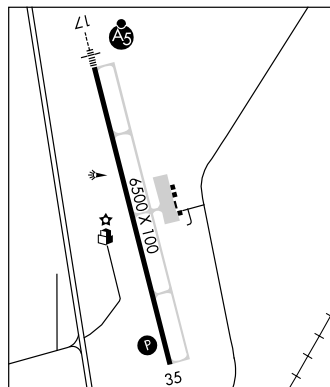
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

SEMMES (H) VORTACW 115.3 SJL Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3  
NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GW0

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

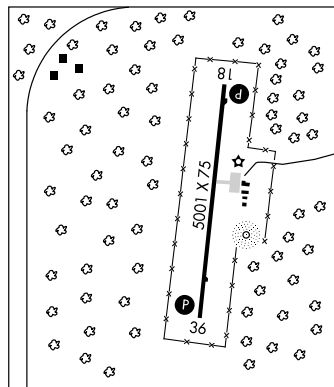
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM  
FILE GW0. NDB unusable byd 15 NM.

**MEMPHIS**

H-7E, 8F, L-18G

IAP

**PICAYUNE MUNI** (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GW0

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MRL OTS indef. All twy lgts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GW0.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

**NEW ORLEANS**

H-7E, 8F, L-21B, 22G

IAP

LOC I-PQL <b>110.1</b>	APP CRS <b>165°</b>	Rwy Idg <b>6500</b>
		TDZE <b>17</b>
		Apt Elev <b>17</b>

# ILS or LOC RWY 17

## PASCAGOULA/TRENT LOTT INTL (PQL)

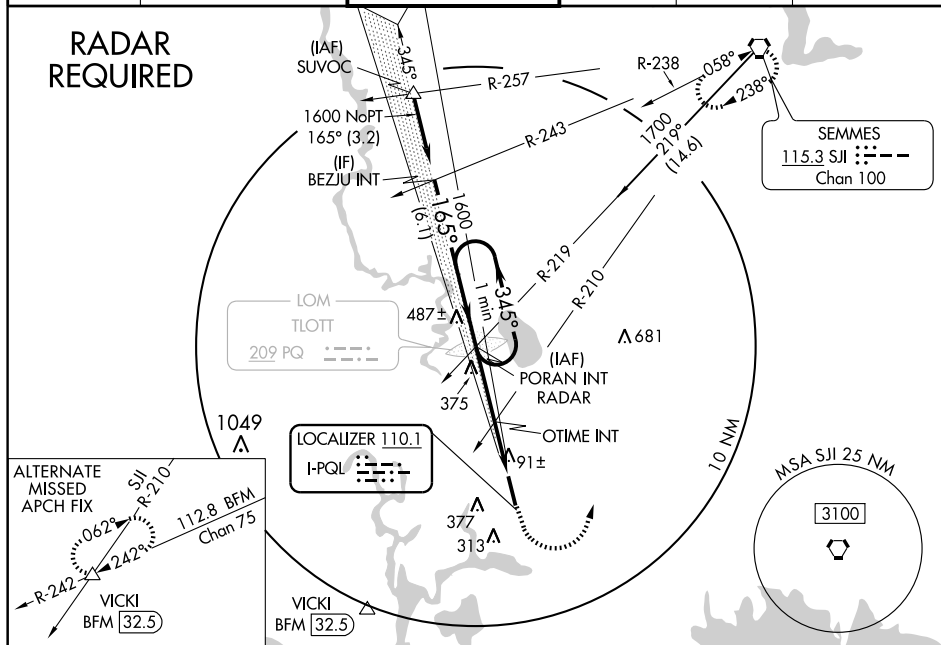
**▽** If local altimeter setting not received, use Mobile Rgnl, AL  
**▲** altimeter setting and increase DA to 292 and all MDAs 80 feet.



**MISSED APPROACH:** Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS <b>135.175</b>	MOBILE APP CON* <b>121.0 307.1</b>	TRENT LOTT TOWER* <b>118.575 (CTAF)</b>	GND CON <b>121.725</b>	CLNC DEL <b>121.725</b>	UNICOM <b>122.8</b>
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### RADAR REQUIRED



One Minute Holding Pattern

VGSI and ILS glidepath not coincident.

900

2000

SJI

ELEV 17

165° 4.8 NM from FAF

PORAN INT RADAR

OTIME INT

1600  
GS 3.00°  
TCH 50

1600  
165°

1600  
165°

\*760 when using Mobile Rgnl, AL altimeter setting.

\*680

2.8 NM 2 NM

CATEGORY	A	B	C	D
S-ILS 17	217-1/2 200 (200-1/2)			
S-LOC 17	680-1/2	663 (700-1/2)	680-1 1/4 663 (700-1 1/4)	680-1 1/2 663 (700-1 1/2)
CIRCLING	680-1	663 (700-1)	680-1 3/4 663 (700-1 3/4)	680-2 663 (700-2)
OTIME FIX MINIMUMS				
S-LOC 17	360-1/2	343 (400-1/2)	360-3/4 343 (400-3/4)	
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1 3/4 663 (700-1 3/4)	680-2 663 (700-2)

TDZE 17

TWR

6500 X 100

35

MIRL Rwy 17-35

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WAAS CH <b>58204</b> <b>W17A</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>17</b> <b>17</b>
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# RNAV (GPS) RWY 17

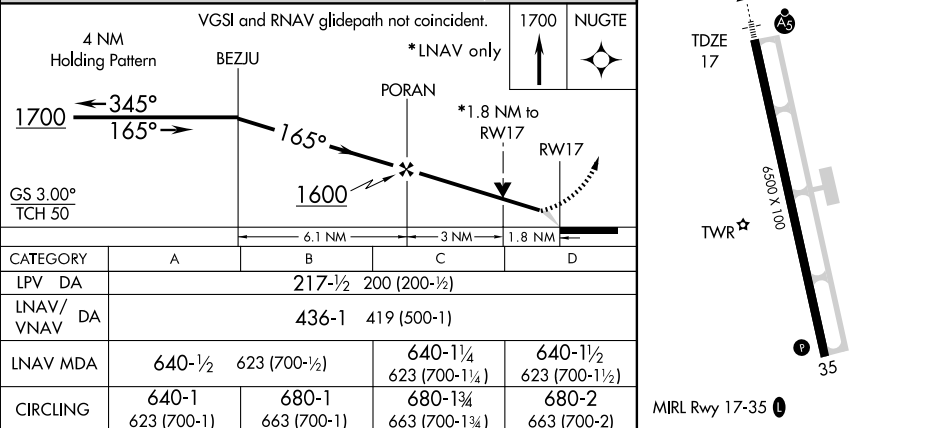
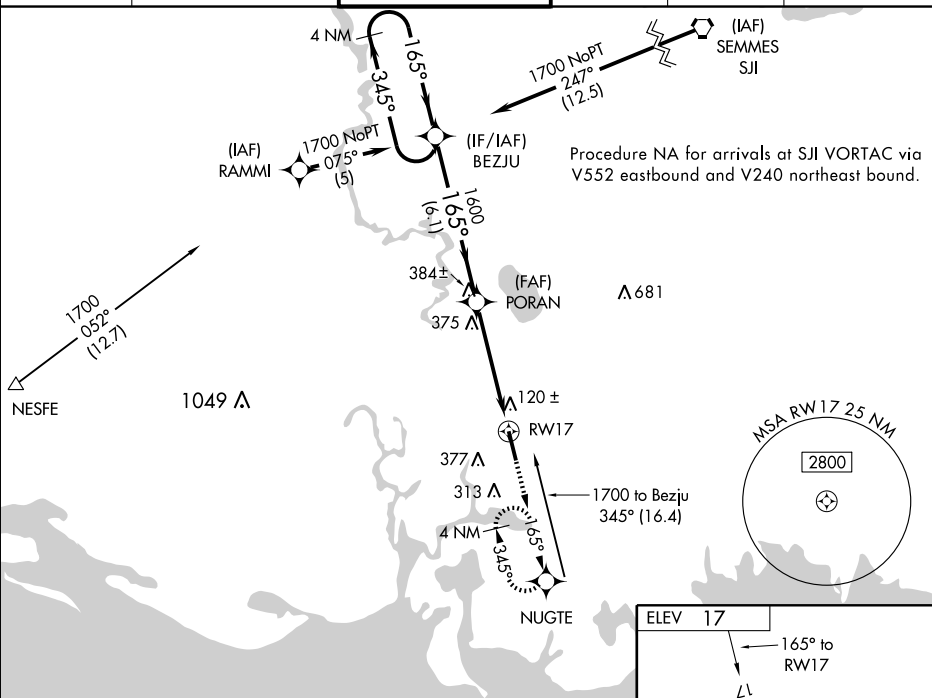
PASCAGOULA/TRENT LOTT INTL (PQL)

**▼** BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**▲** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.



**MISSED APPROACH:**  
Climb to 1700 direct NUGTE and hold.

ATIS <b>135.175</b>	MOBILE APP CON * <b>121.0 307.1</b>	TRENT LOTT TOWER * <b>118.575 (CTAF)</b>	GND CON <b>121.725</b>	CLNC DEL <b>121.725</b>	UNICOM <b>122.8</b>
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WAAS CH <b>72904</b> <b>W35A</b>	APP CRS <b>345°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>17</b> <b>17</b>
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## RNAV (GPS) RWY 35

PASCAGOULA/TRENT LOTT INTL (PQL)

- ▼ BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

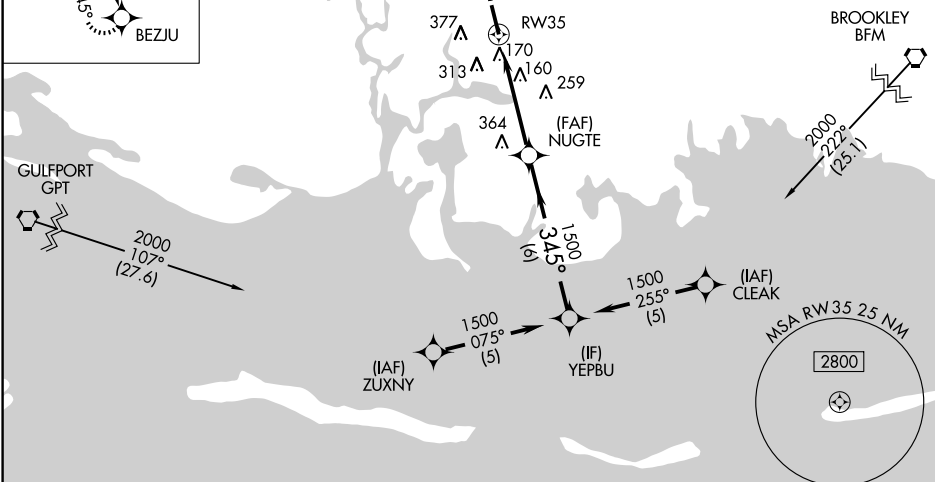
ATIS <b>135.175</b>	MOBILE APP CON* <b>121.0 307.1</b>	TRENT LOTT TOWER* <b>118.575 (CTAF)</b>	GND CON <b>121.725</b>	CLNC DEL <b>121.725</b>	UNICOM <b>122.8</b>
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## MISSED APCH FIX

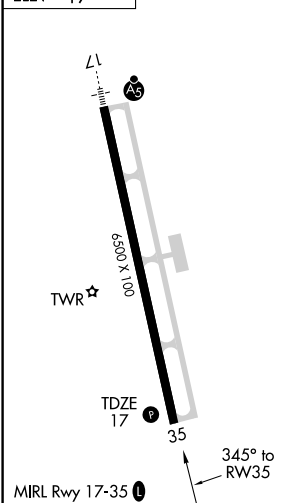


▲ 1049

Procedure NA for arrivals at GPT VORTAC via V20 southwest bound, and arrivals at BFM VORTAC via V198 northeast bound.



ELEV 17



1700	BEZJU				
*LNAV only	*1.3 NM to RW35				
CATEGORY	A	B	C	D	
LPV DA	323-1 306 (400-1)				
LNAV/VNAV DA	598-2 581 (600-2)				
LNAV MDA	480-1	463 (500-1)	480-1½ 463 (500-1½)	480-1½ 463 (500-1½)	
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)	

PASCAGOULA, MISSISSIPPI

Orig 10042

PASCAGOULA/TRENT LOTT INTL (PQL)

30°28'N-88°32'W

RNAV (GPS) RWY 35

VORTAC SJI <b>115.3</b> Chan <b>100</b>	APP CRS <b>204°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>17</b>
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VOR-A

PASCAGOULA/TRENT LOTT INTL (PQL)

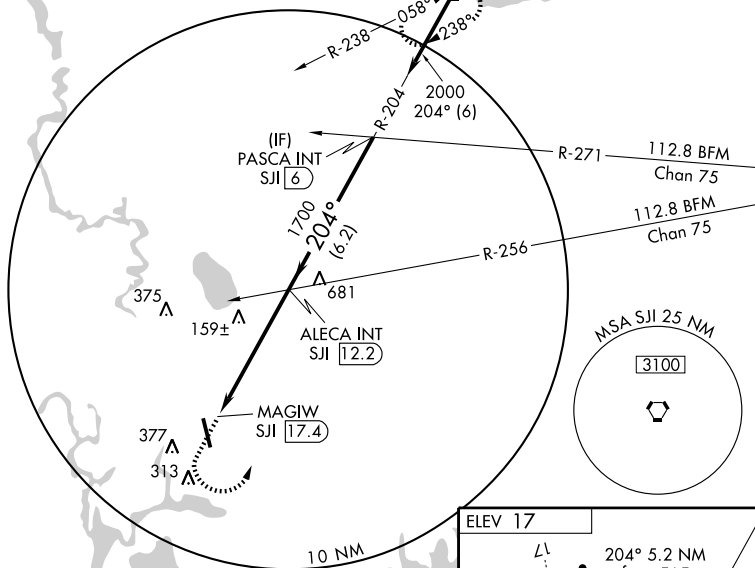
▼ If local altimeter setting not received, use Mobile Rgnl, AL  
▲ altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing  
left turn to 2000 direct SJI VORTAC and hold.

ATIS <b>135.175</b>	MOBILE APP CON ★ <b>121.0 307.1</b>	TRENT LOTT TOWER ★ <b>118.575</b> (CTAF) <b>0</b>	GND CON <b>121.725</b>	CLNC DEL <b>121.725</b>	UNICOM <b>122.8</b>
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Procedure NA for arrival on SJI VORTAC  
airway radials 219 CW 257.

IAF  
SEMME  
**115.3** SJI  
Chan **100**



MSA SJI 25 NM

3100

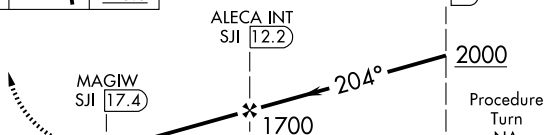
ELEV 17

204° 5.2 NM  
from FAF

TWR ★

MIRL Rwy 17-35

1000 ↑	2000 ↘	SJI 115.3
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CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	700-1	683 (700-1)	700-2 683 (700-2)	700-2 1/4 683 (700-2 1/4)	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

VOR-A

**PANOLA CO** (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

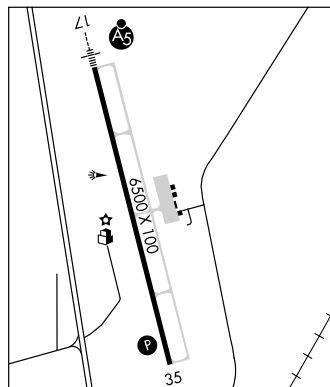
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

SEMMES (H) VORTACW 115.3 SJL Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3  
NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

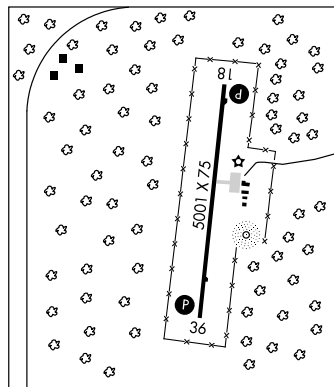
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM  
FILE GWO. NDB unusable byd 15 NM.

**MEMPHIS**

H-7E, 8F, L-18G

IAP

**PICAYUNE MUNI** (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MRL OTS indef. All twy lgts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

**NEW ORLEANS**

H-7E, 8F, L-21B, 22G

IAP

NDB MPE <b>219</b>	APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>454</b> <b>458</b>
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# NDB RWY 18

PHILADELPHIA MUNI (MPE)

**▼** When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility  $\frac{1}{4}$  mile, Cat C visibility  $\frac{1}{2}$  mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

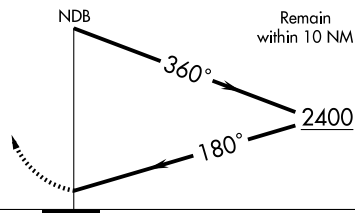
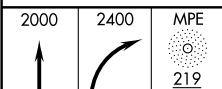
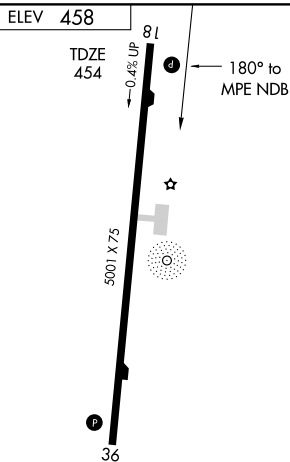
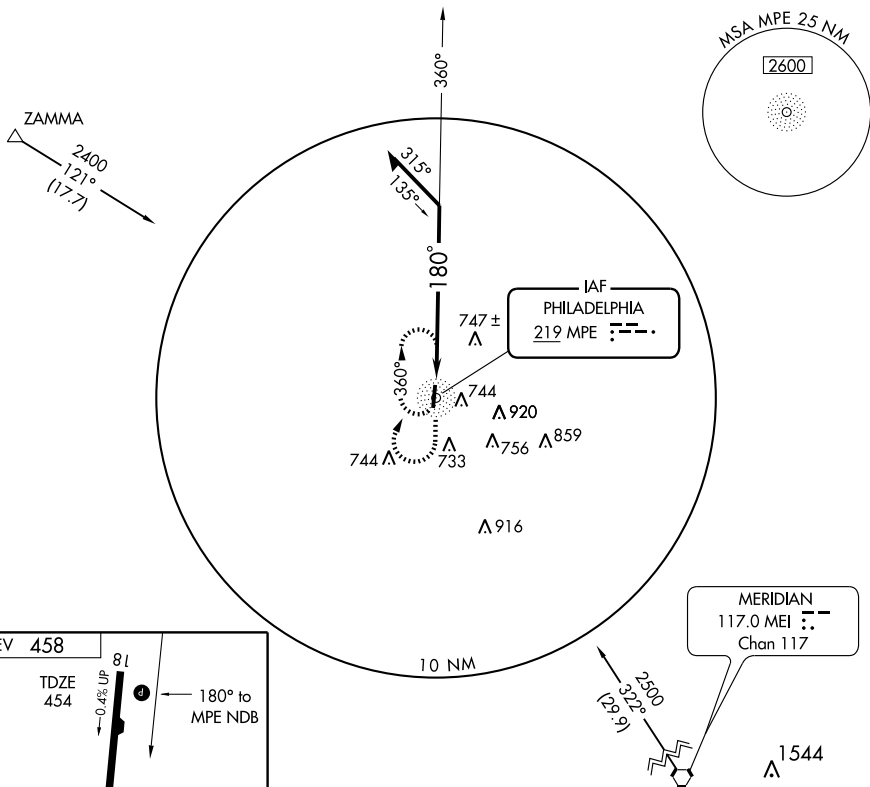
**▲ NA**

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

ASOS  
**118.725**

MEMPHIS CENTER  
**132.75 263.0**

UNICOM  
**123.0** (CTAF) **1**



CATEGORY	A	B	C	D
S-18	1100-1	646 (700-1)	1100-1 $\frac{3}{4}$ 646 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	1100-1	642 (700-1)	1100-1 $\frac{3}{4}$ 642 (700-1 $\frac{3}{4}$ )	NA

MRL Rwy 18-36 **1**

NDB MPE <b>219</b>	APP CRS <b>015°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>458</b> <b>458</b>
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# NDB RWY 36

PHILADELPHIA MUNI (MPE)

**▼** When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility  $\frac{1}{4}$  mile, Cat C visibility  $\frac{1}{2}$  mile.  
**▲ NA** Visibility reduction by helicopters NA. When VGSi inoperative, procedure NA at night.

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

ASOS  
**118.725**

MEMPHIS CENTER  
**132.75 263.0**

UNICOM  
**123.0 (CTAF) 0**

ZAMMA  
2400  
121°  
(17.7)

MSA MPE 25 NM

2600

10 NM

IAF

PHILADELPHIA

219 MPE

747±  
744  
920  
756  
859  
733  
916

MERIDIAN

117.0 MEI

Chan 117

1544

ELEV 458

MRL Rwy 18-36

81  
0.4% UP

5001 X 75

TDZE  
458

015° to  
MPE NDB

Remain  
within 10 NM

NDB

2000

2400

MPE

219

2400

195°

015°

CATEGORY

A

B

C

D

S-36

1140-1 682 (700-1)

1140-2

682 (700-2)

NA

CIRCLING

1140-1 682 (700-1)

1140-2

682 (700-2)

NA

WAAS CH <b>78115</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>454</b> <b>458</b>
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# RNAV (GPS) RWY 18

PHILADELPHIA MUNI (MPE)

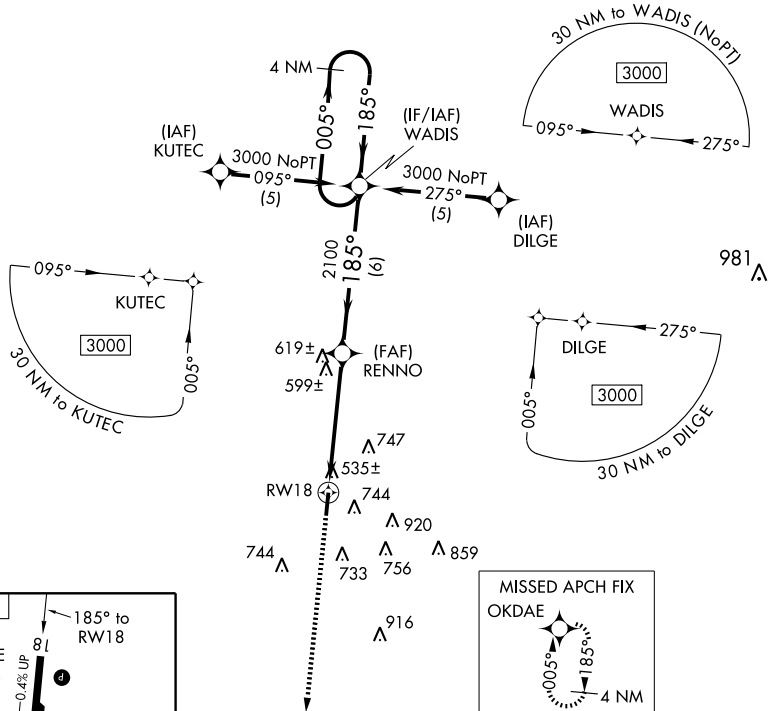
**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct OKDAE and hold.

ASOS  
**118.725**

MEMPHIS CENTER  
**132.75 263.0**

UNICOM  
**123.0 (CTAF) 0**



ELEV 458

TDZE  
454

81

185° to RW18

0.4% Up

5001 x 75

36

MIRL Rwy 18-36 0

3000	OKDAE	RENNO	WADIS	4 NM Holding Pattern
*LNAV only.	*1.5 NM to RW18	185°	005°	3000
RW18	2100	6 NM	GS 3.00°	TCH 47
1.5	3.5	6		
CATEGORY	A	B	C	D
LPV DA	774-1¼		320 (400-1¼)	
LNAV/VNAV DA	850-1½		396 (400-1½)	
LNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	
			1060-2 602 (700-2)	

WAAS CH <b>48915</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg <b>5001</b> TDZE Apt Elev <b>458</b>
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# RNAV (GPS) RWY 36

PHILADELPHIA MUNI (MPE)



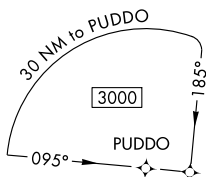
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct  
WADIS and hold.

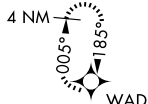
ASOS  
**118.725**

MEMPHIS CENTER  
**132.75 263.0**

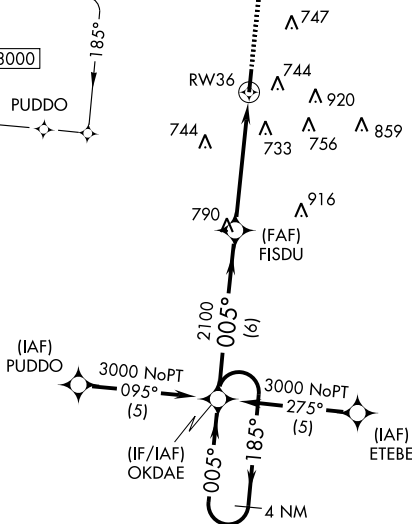
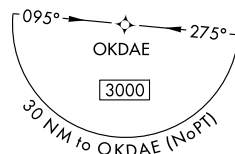
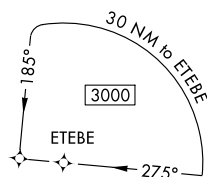
UNICOM  
**123.0 (CTAF)**



MISSED APCH FIX



981



ELEV 458

MIRL Rwy 18-36

81

0.4% UP

5001 X 75

TDZE

458

005° to  
RWY36

4 NM  
Holding Pattern

3000

185°

005°

GS 3.00°  
TCH 42

OKDAE

FISDU

2100

\*1.7 NM to  
RWY36

\*LNAV only.

RWY36

6 NM

3.3 NM

1.7

CATEGORY	A	B	C	D
LPV DA	838-1¼		380 (400-1¼)	
LNAV/VNAV DA	1107-2¼		649 (700-2¼)	
LNAV MDA	1040-1	582 (600-1)	1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)
CIRCLING	1060-1	602 (700-1)	1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

**PANOLA CO** (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acct opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z)

TOWER 118.575 (Mon-Fri 1100-0200Z, Sat-Sun

1400-0000Z) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z, Sat-Sun

1400-0000Z, other times CLASS G.

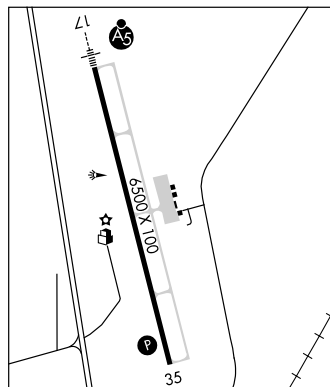
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

SEMMES (H) VORTACW 115.3 SJL Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3  
NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

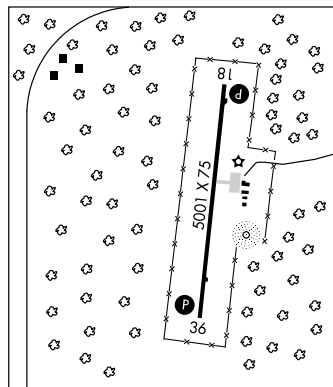
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM  
FILE GWO. NDB unusable byd 15 NM.

**MEMPHIS**

H-7E, 8F, L-18G

IAP

**PICAYUNE MUNI** (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MRL OTS indef. All twy lgts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

**NEW ORLEANS**

H-7E, 8F, L-21B, 22G

IAP

# RNAV (GPS) RWY 18

PICAYUNE MUNI (MJD)

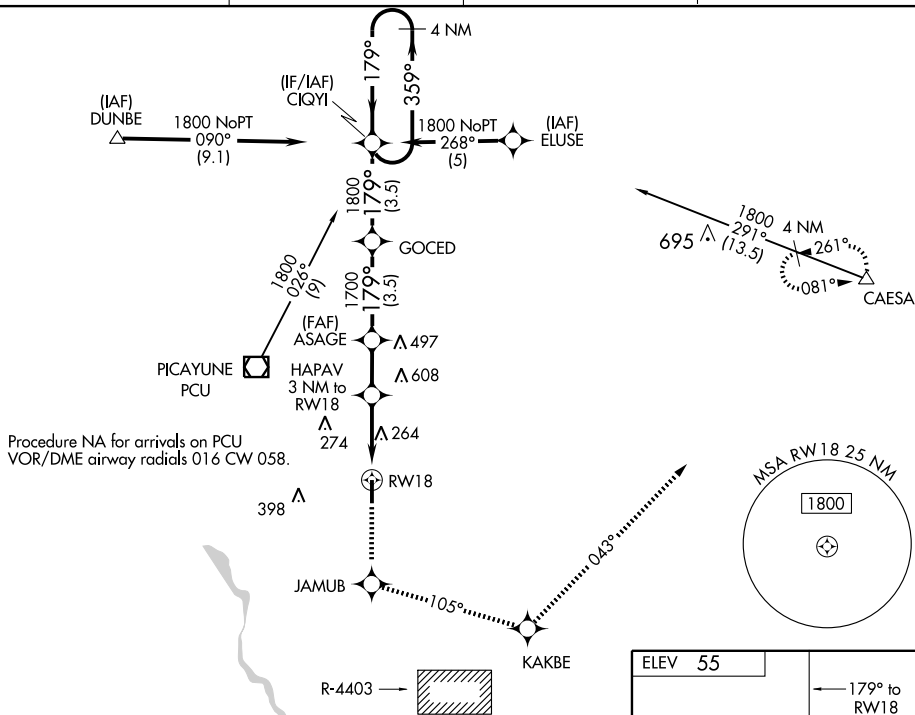
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

AWOS-3  
119.075

STENNIS INTL AWOS-3  
118.375

GULFPORT APP CON  
124.6 354.1

UNICOM  
122.8 (CTAF)


VGSI and RNAV glidepath not coincident.

4 NM  
Holding Pattern

GS 3.00°  
TCH 40

CATEGORY

A

B

C

D

LPV DA

379-1¼

324 (400-1¼)

LNAV/VNAV DA

586-2

531 (600-2)

LNAV MDA

520-1

465 (500-1)

520-1¼

465 (500-1¼)

520-1½

465 (500-1½)

CIRCLING

520-1

465 (500-1)

580-1

525 (600-1)

580-1½

525 (600-1½)

640-2

585 (600-2)

MRL Rwy 18-36

# RNAV (GPS) RWY 36

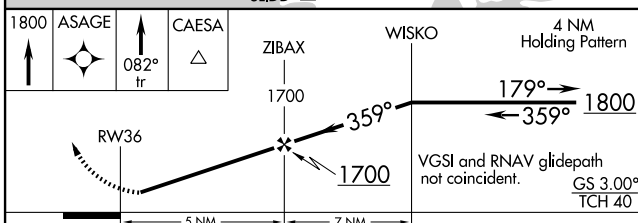
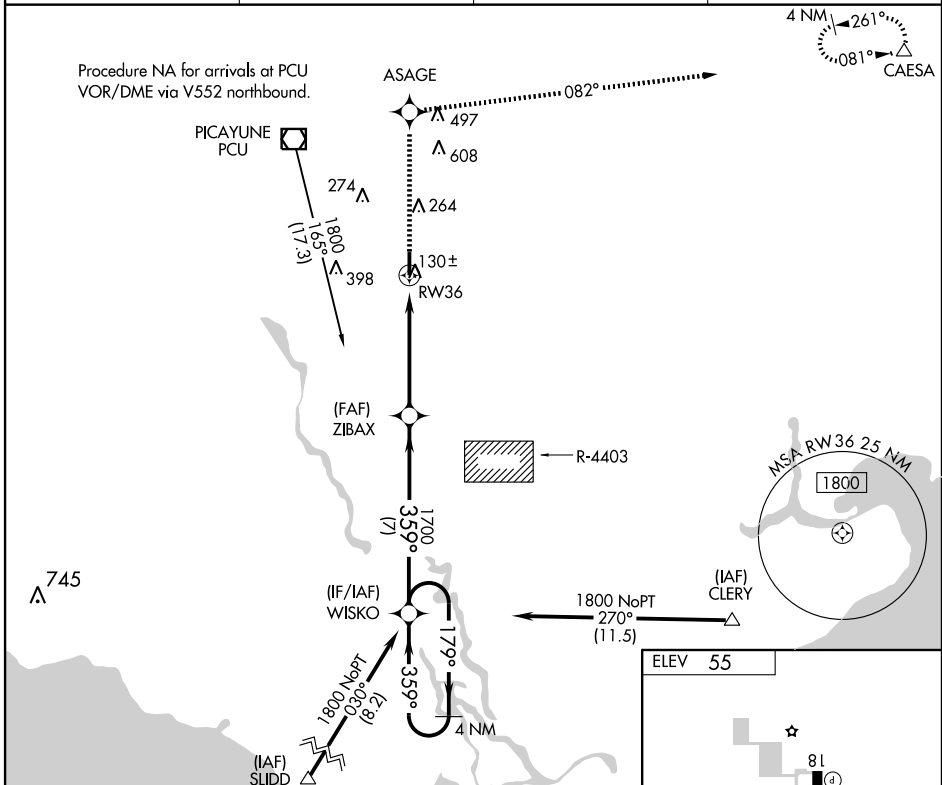
PICAYUNE MUNI (MJJ)

WAAS CH <b>42909</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE <b>54</b> Apt Elev <b>55</b>	<b>5000</b>
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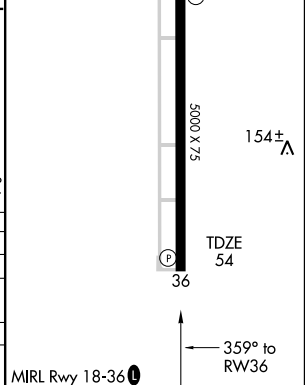
**⚠** Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility ¼ mile all Cnts and LNAV Cat D ½ mile.

**MISSED APPROACH:**  
Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

AWOS-3 <b>119.075</b>	STENNIS INTL AWOS-3 <b>118.375</b>	GULFPORT APP CON <b>124.6 354.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		304-1	250 (300-1)	
LNAV/VNAV DA		400-1¼	346 (400-1¼)	
LNAV MDA		380-1	326 (400-1)	
CIRCLING	460-1 405 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)



PICAYUNE, MISSISSIPPI

30°29'N-89°39'W

PICAYUNE MUNI (MJJ)

Amdt 1 10182

# RNAV (GPS) RWY 36

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

VOR/DME PCU <b>112.2</b> Chan <b>59</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>N/A</b> <b>55</b>
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**VOR-A**  
PICAYUNE MUNI (MJD)

**NA** When local altimeter setting not received, use Stennis Intl altimeter setting and increase all MDA 40 feet.

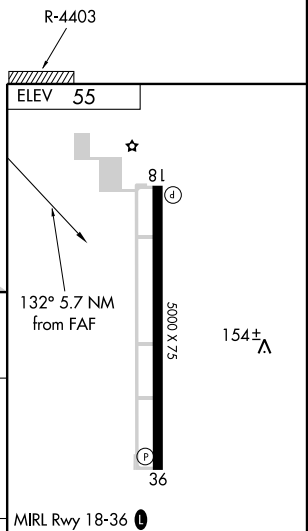
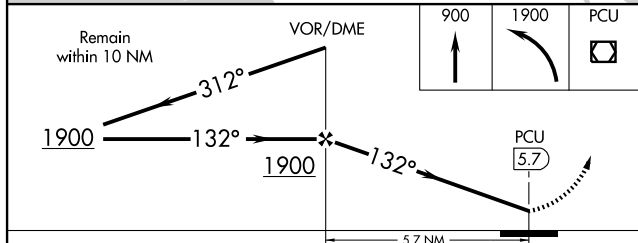
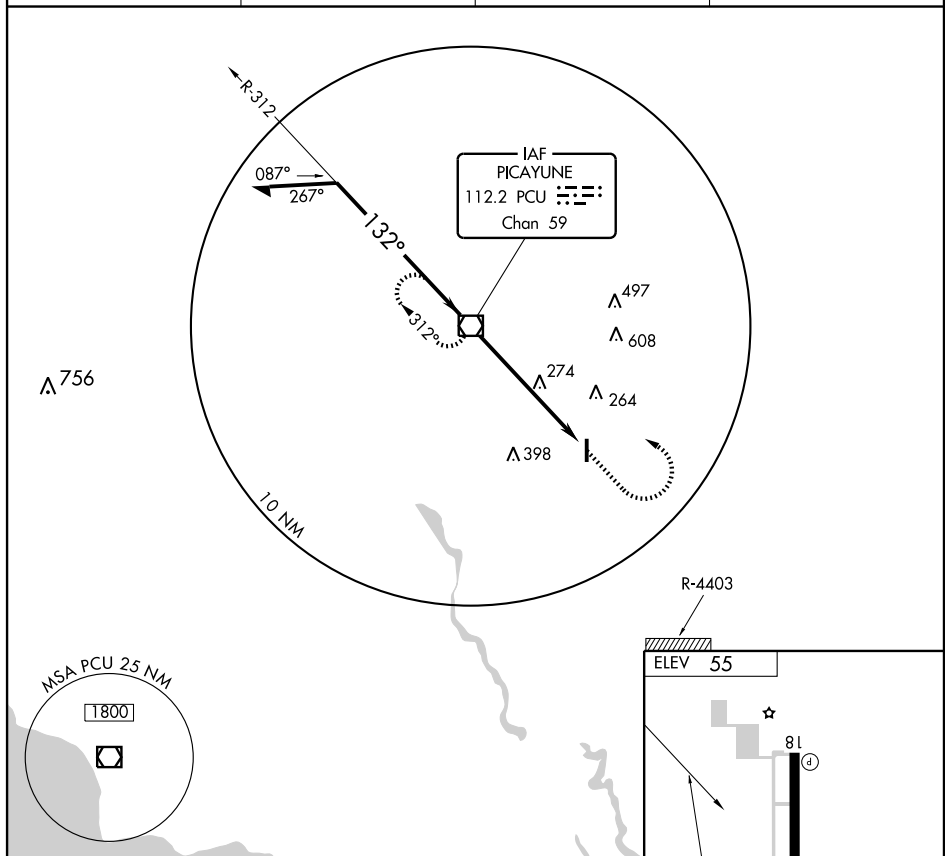
**MISSED APPROACH:** Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3  
**119.075**

STENNIS INTL AWOS-3  
**118.375**

GULFPORT APP CON  
**124.6 354.1**

UNICOM  
**122.8** (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	540-1 485 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	620-2 565 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

## PITTSBORO

**CALHOUN CO** (Ø4M) 1 SW UTC-6(-5DT) N33°55.81' W89°20.57'

MEMPHIS

383 B FUEL 100LL NOTAM FILE GWO

L-18G

RWY 15-33: H3200X60 (ASPH) S-15 MIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended dalgt hours Mon-Sat, Apr-Oct. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33—CTAF, PAPI Rwy 15 and Rwy 33 opr continuously.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 291° 48.4 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z, Sun 1600-2300Z. No NOTAM MP Mon-Fri 0300-1030Z, Sun 1300-1500Z.

**PONTOTOC CO** (22M) 2 NW UTC-6(-5DT) N34°16.56' W89°02.30'

MEMPHIS

440 S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 11-29: H3000X50 (ASPH) S-16 MIRL

RWY 11: Trees. RWY 29: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hours. For attendant after hours and emerg svc call 662-489-8187/3950.

**COMMUNICATIONS:** CTAF/UNICOM 122.8 (unicom out of svc indefinitely)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 139° 37.3 NM to fld. 630/03E.

**POPLARVILLE-PEARL RIVER CO** (M13) 3 SE UTC-6(-5DT) N30°47.16' W89°30.27'

NEW ORLEANS

320 B FUEL 100LL NOTAM FILE GWO

L-21B, 22G

RWY 16-34: H4000X100 (ASPH) S-25.2 MIRL

RWY 16: PAPI(P2L). Trees. RWY 34: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr self-serve with credit card. Ultralight activity on and in vicinity of arpt. Rwy 34 terrain drops off abruptly 200' from thld. Rotating bcn OTS indef. MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34 operate dusk-0300Z, after 0300Z ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

PICAYUNE (L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 036° 17.8 NM to fld. 70/05E.

**PRENTISS-JEFFERSON DAVIS CO** (M43) 2 W UTC-6(-5DT) N31°35.72' W89°54.39'

NEW ORLEANS

455 B FUEL 100LL NOTAM FILE GWO

L-22F

RWY 12-30: H3197X60 (ASPH) S-20 MIRL

IAP

RWY 12: PAPI(P2L). Trees. RWY 30: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. For emergency call police department 601-792-5198. Ultralight activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 12-30—CTAF.

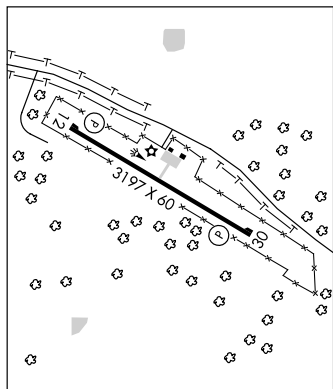
**COMMUNICATIONS:** CTAF/UNICOM 122.8

HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 043° 25.1 NM to fld. 440/03E. HIWAS



WAAS CH <b>90408</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>3197</b> <b>455</b> <b>455</b>
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**RNAV (GPS) RWY 12**

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

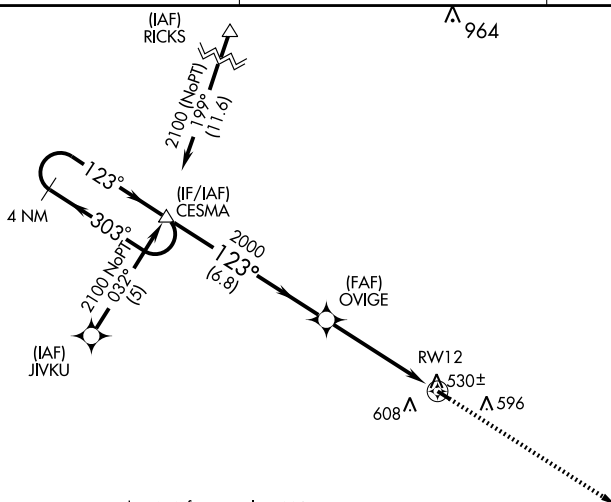
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting.

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

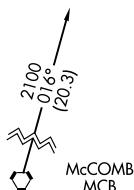
HATTIESBURG-LAUREL REGIONAL AWOS-3  
**128.325**

HOUSTON CENTER  
**126.8 327.8**

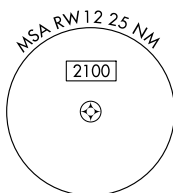
UNICOM  
**122.8 (CTAF) 0**



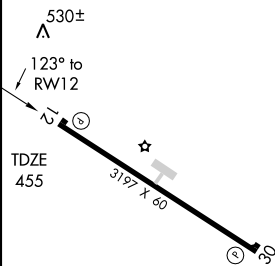
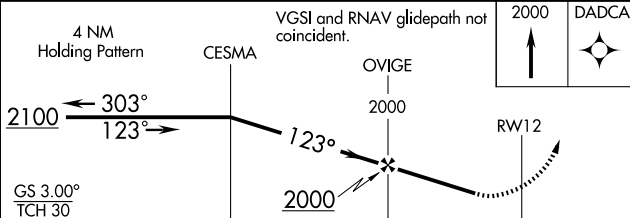
Procedure NA for arrival on MCB Vortac  
 airway radials 345 CW 052.



McCOMB  
 MCB



ELEV 455



CATEGORY	A	B	C	D
LPV DA	824-1¼ 369 (400-1¼)			NA
RNAV MDA	880-1 425 (500-1)			NA
CIRCLING	1020-1 565 (600-1)			NA

MIRL Rwy 12-30 0

WAAS CH <b>61208</b> <b>W30A</b>	APP CRS <b>303°</b>	Rwy Idg <b>3197</b> TDZE <b>455</b> Apt Elev <b>455</b>
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# RNAV (GPS) RWY 30

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

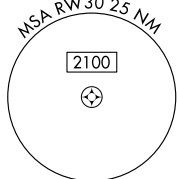
▼ Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct CESMA and hold.

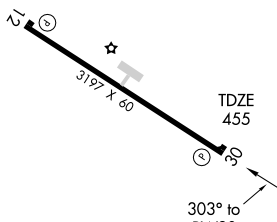
HATTIESBURG-LAUREL REGIONAL AWOS-3  
**128.325**

HOUSTON CENTER  
**126.8 327.8**

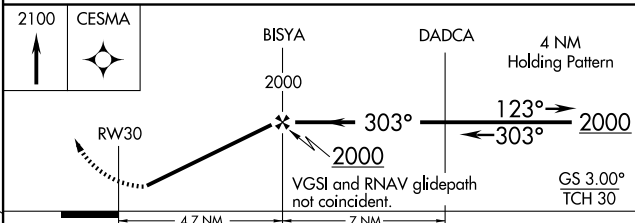
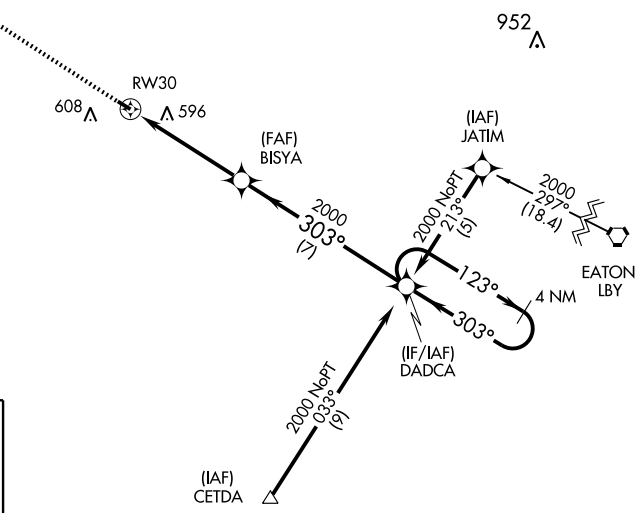
UNICOM  
**122.8 (CTAF) 0**



ELEV 455



MIRL Rwy 12-30 0



CATEGORY	A	B	C	D
LPV DA	866-1½ 411 (500-1½)			NA
LNAV MDA	940-1	485 (500-1)	940-1¼ 485 (500-1¼)	NA
CIRCLING	1020-1	565 (600-1)	1020-1½ 565 (600-1½)	NA

## QUITMAN

CLARKE CO (23M) 3 N UTC-6(-5DT) N32°05.09' W88°44.34'

MEMPHIS

320 B FUEL 100LL, MOGAS NOTAM FILE GWO

L-17D, 186

RWY 16-34: H3200X60 (ASPH) S-12.5 MIRL

RWY 16: PAPI (P2L). Thld dsplcd 245'. Tree.

RWY 34: Thld dsplcd 245'. Trees.

**AIRPORT REMARKS:** Attended continuously. Ultralight activity on and in vicinity of arpt. Rwy 16 ground drops abruptly 200' from thld. Ground drops abruptly from Rwy 34 thld. Rwy 16 PAPI unusable byd 5° left of course. After 0400Z± ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 164° 17.9 NM to fld. 580/05E.  
HIWAS.

## RAYMOND

JOHN BELL WILLIAMS (M16) 3 NE UTC-6(-5DT) N32°18.27' W90°24.63'

MEMPHIS

247 B S3 FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-186

RWY 12-30: H5501X100 (ASPH-RFSC) S-60, D-75 MIRL

IAP

RWY 12: PAPI(P4L)—GA 3.0°TCH 38'.

RWY 30: PAPI(P4L)—GA 3.0°TCH 39'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±, Sat

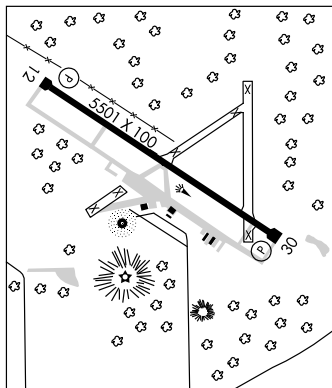
1400-1800Z±. Fuel avbl 24 hrs with card. ACTIVATE MIRL Rwy 12-30—CTAF. PAPI Rwy 12 and Rwy 30 operate continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (601) 857-3887.**COMMUNICATIONS:** CTAF/UNICOM 122.8**JACKSON APP/DEP CON** 125.25 (153°-332°) (1200-0500Z±)Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 220° 17.3 NM to fld. 360/05E.

**RAYMOND NDB (MHW)** 375 RYB N32°18.09' W90°24.69'

at fld. NOTAM FILE GWO.

**RAYMOND** N32°18.09' W90°24.69' NOTAM FILE GWO.

MEMPHIS

**NDB (MHW)** 375 RYB at John Bell Williams.

L-186

**RENOVA** N33°48.42' W90°45.76' NOTAM FILE GWO.

MEMPHIS

**NDB (MHW)** 272 RNV 171° 2.8 NM to Cleveland Muni. NDB unmonitored. NDB unusable byd 20 NM.

L-18F

**RICHTON-PERRY CO** (M59) 2 S UTC-6(-5DT) N31°19.04' W88°56.10'

NEW ORLEANS

167 B NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3000X60 (ASPH) S-20. MIRL

RWY 18: PAPI(P2L). Trees.

RWY 36: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 101° 21.6 NM to fld. 290/05E.

NDB RYB <b>375</b>	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>5501</b> <b>243</b> <b>246</b>
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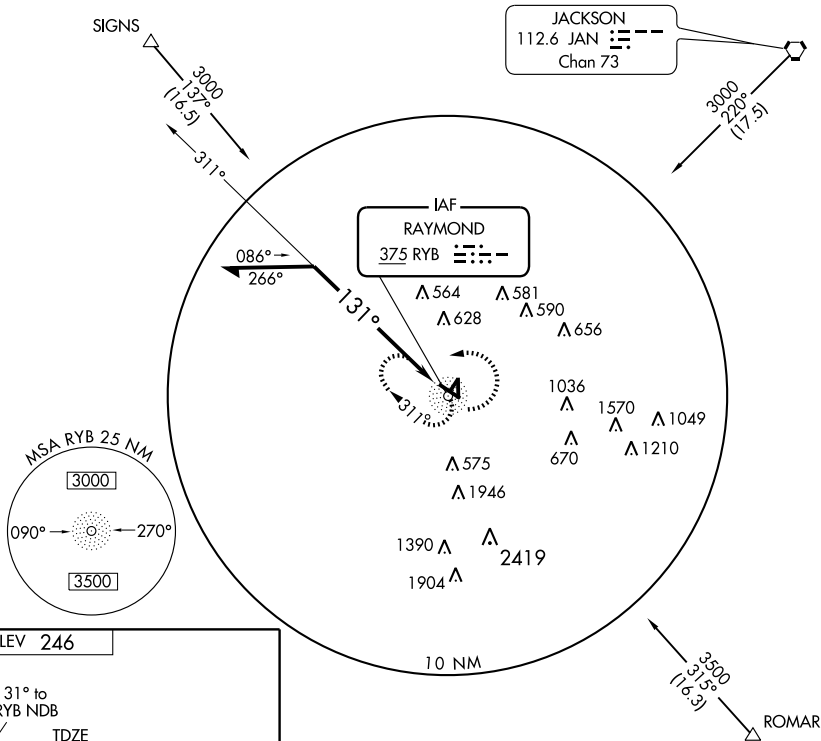
**NDB RWY 12**

RAYMOND/ JOHN BELL WILLIAMS (M16)

▼ Use Jackson altimeter setting.

▲ NA

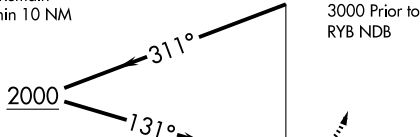
MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

AWOS-3  
**118.675**JACKSON APP CON\*  
**125.25 319.2**UNICOM  
**122.8 (CTAF) 0**

CAUTION: Numerous towers north, east and south of airport.

Remain within 10 NM

NDB



3000

RYB



CATEGORY	A	B	C	D
S-12	940-1 697 (700-1)		940-2 697 (700-2)	940-2¼ 697 (700-2¼)
CIRCLING	940-1 694 (700-1)		940-2 694 (700-2)	1060-2¾ 814 (900-2¾)

MRL Rwy 12-30 0

RAYMOND, MISSISSIPPI  
Amdt 1A 08325

RAYMOND/ JOHN BELL WILLIAMS (M16)

32°18'N - 90°25'W

**NDB RWY 12**

WAAS CH <b>50205</b> <b>W12A</b>	APP CRS <b>120°</b>	Rwy Idg <b>5501</b> TDZE <b>244</b> Apt Elev <b>247</b>
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# RNAV (GPS) RWY 12

RAYMOND/JOHN BELL WILLIAMS (M16)

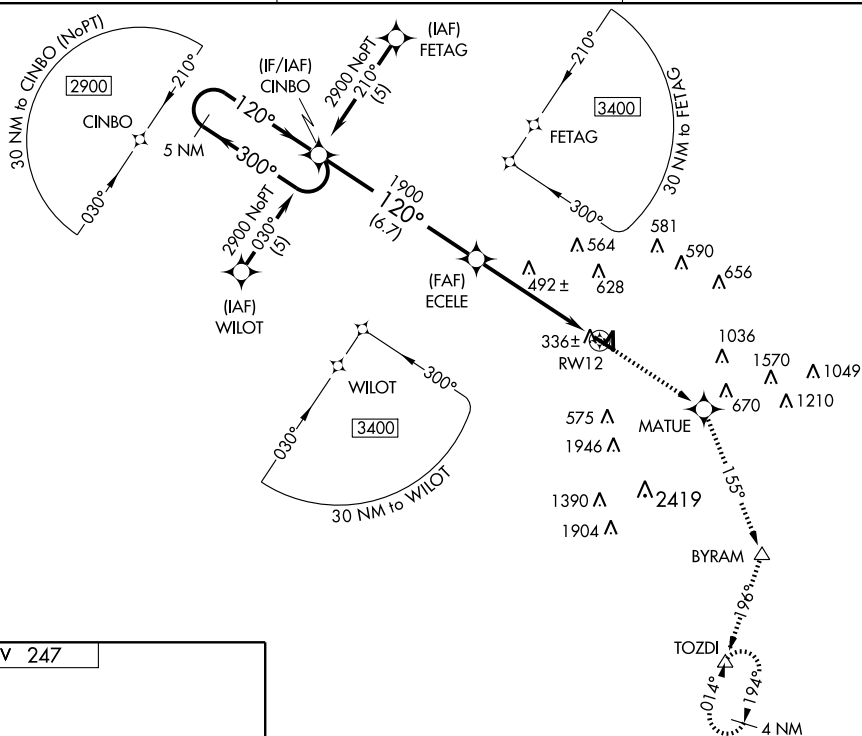
**⚠** Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

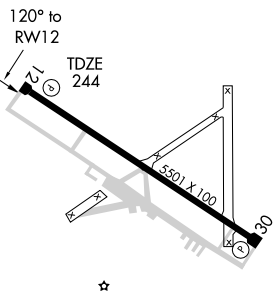
AWOS-3  
**118.675**

JACKSON APP CON\*  
**125.25 319.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 247



MIRL Rwy 12-30 0

5 NM Holding Pattern		CINBO	3000 ↑	MATUE ✦	155° TRK	BYRAM △	196° TRK	TOZDI △
2900	← 300° 120° →			ECELE	* 1.8 NM to RW12		* LNAV only	
GS 3.00° TCH 38		1900						
		6.7 NM	3.2 NM	1.8				
CATEGORY	A	B	C	D				
LPV DA		516-1	272 (300-1)					
LNAV/ VNAV DA		770-2	526 (600-2)					
LNAV MDA	840-1	596 (600-1)	840-1½ 596 (600-1½)	840-1¾ 596 (600-1¾)				
CIRCLING	840-1	593 (600-1)	840-1½ 593 (600-1½)	1060-2¾ 813 (900-2¾)				

APP CRS **301°**  
 Rwy Idg **5501**  
 TDZE **247**  
 Apt Elev **247**

# RNAV (GPS) RWY 30

RAYMOND/JOHN BELL WILLIAMS (M16)

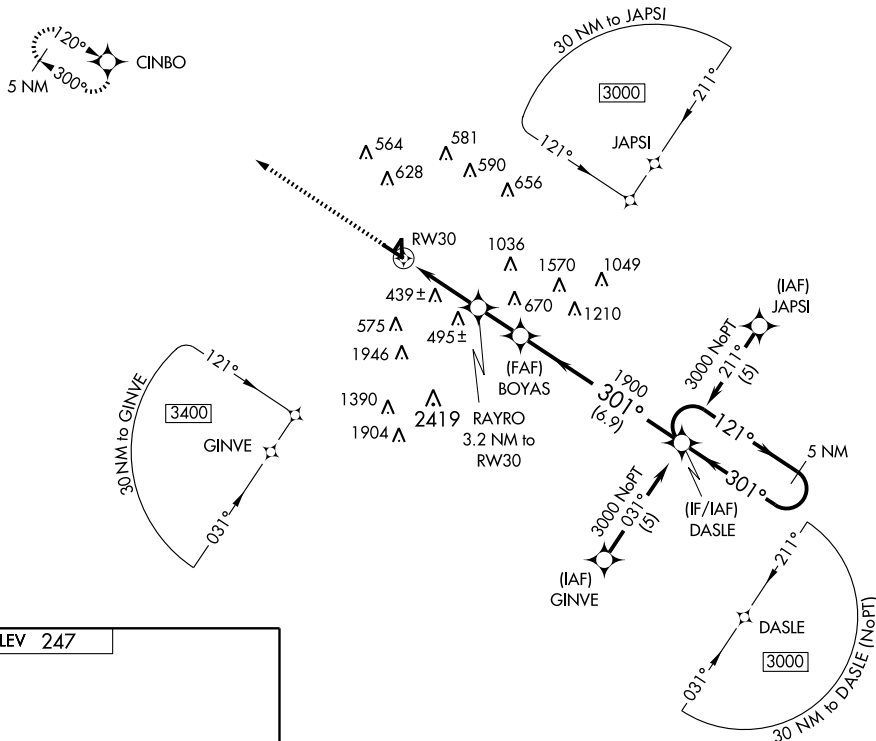
▼ Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet.  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

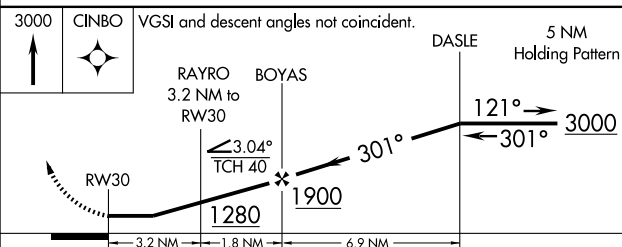
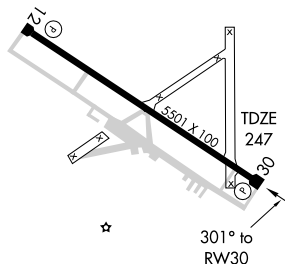
AWOS-3  
**118,675**

JACKSON APP CON ★  
**125,25 319,2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 247



MIRL Rwy 12-30 0

**RIPLEY** (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'

465 B FUEL 100LL NOTAM FILE GWO

RWY 03-21: H4400X75 (ASPH) S-20 MIRL 0.6% up NE

RWY 03: PAPI(P2L)—GA 3.25° TCH 15'. Tree.

RWY 21: PAPI(P2L)—GA 3.5° TCH 16'. Tree.

**AIRPORT REMARKS:** Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z† ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

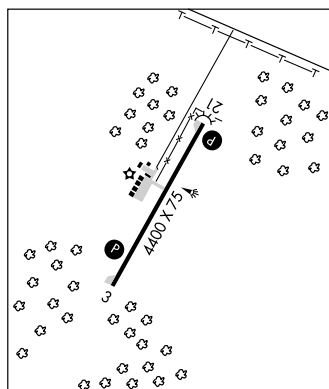
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 094° 24 NM to fld. 630/03E.

MEMPHIS

L-18G

IAP



**ROSCOE TURNER** (See CORINTH)

**RULEVILLE-DREW** (See DREW)

**SAVOY** N32°14.84' W88°46.30' NOTAM FILE MEI.

NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld.

MEMPHIS

L-18G

**SCOBEE** N33°53.47' W89°52.47' NOTAM FILE GWO.

NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS

L-18G

**SELFS** (See MARKS)

**SEYER** N35°00.93' W88°36.94' NOTAM FILE GWO.

NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

MEMPHIS

**SIDON** N33°27.83' W90°16.64' NOTAM FILE GWO.

(H) VORTAC 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.

RCO 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS

H-6J, 5C, L-18G

## STARKVILLE

**GEORGE M BRYAN** (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'

333 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5550X150 (ASPH-CONC) S-25, D-30 HIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 24'. Thld dsplcd 1380'. Trees.

RWY 36: REIL, PAPI(P2L)—GA 3.0° TCH 26'.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0100Z†, Sun 1400-2300Z†. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z†, after 2230Z† ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.975 (662) 323-4966.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 256° 17.1 NM to fld. 240/04E. HIWAS.

BRYAN NDB (MHW) 281 STF N33°25.92' W88°51.02' at fld.

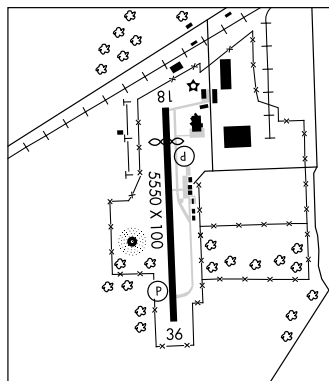
NDB unmonitored.

ILS/DME 109.9 I-STF Chan 36 Rwy 36. (LOC only)

MEMPHIS

H-6J, L-18G

IAP



APP CRS **033°**  
Rwy Idg **4400**  
TDZE **458**  
Apt Elev **467**

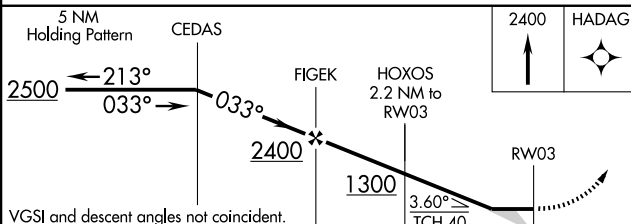
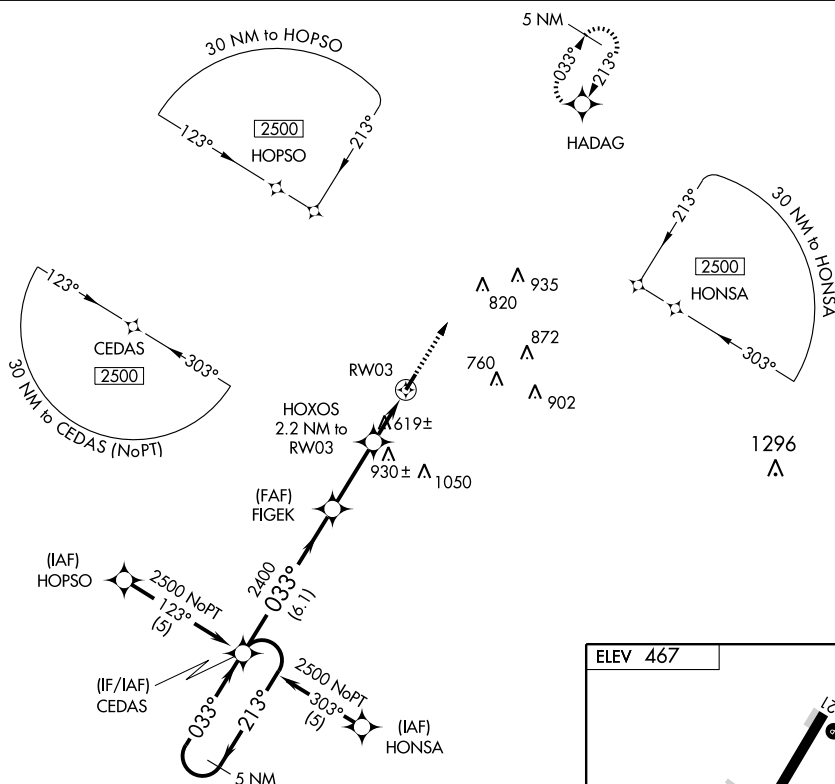
**RNAV (GPS) RWY 3**  
RIPLEY (25M)

**▼** DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.  
**▲** NA

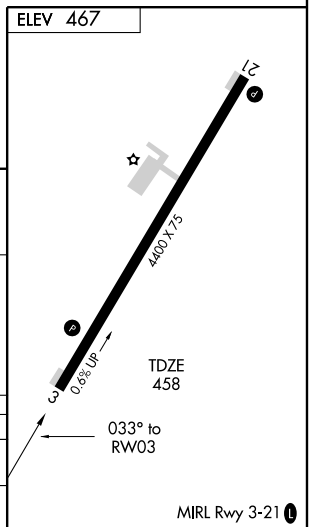
MISSED APPROACH: Climb to 2400 direct HADAG and hold.

MEMPHIS CENTER  
**135.9 260.6**

UNICOM  
**122.8 (CTAF) 0**





CATEGORY	A	B	C	D
RNAV MDA	940-1	482 (500-1)	940-1¼ 482 (500-1¼)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA





VORTAC HLI <b>112.4</b> Chan <b>71</b>	APP CRS <b>094°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>467</b>
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VOR/DME-A  
RIPLEY (25M)


	Use Corinth altimeter setting, if not received, use Tupelo
 NA	altimeter setting and increase all MDAs 40 feet.

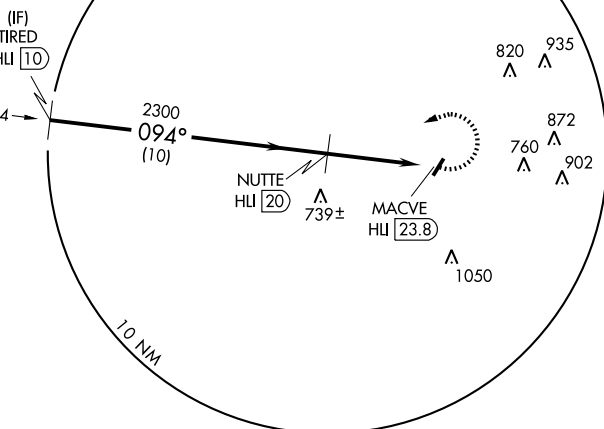
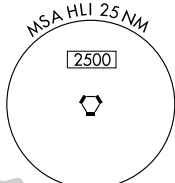
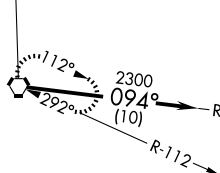
**MISSED APPROACH:** Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

MEMPHIS CENTER  
135.9 260.6

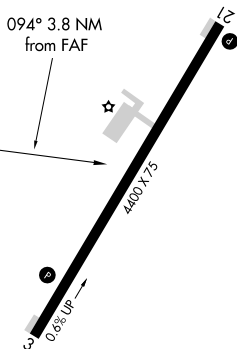
UNICOM  
122.8 (CTAF) **L**

Procedure NA for arrivals on HLI VORTAC  
airway radials 045 CW 112.

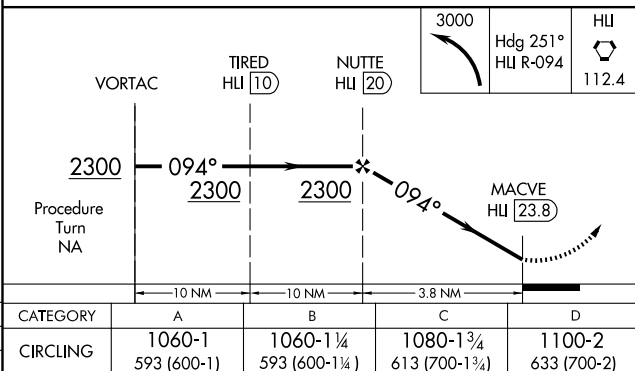
IAF  
HOLLY SPRINGS  
112.4 HLI   
Chan 71



FIFV 467

MIRL Rwy 3-21 **L**

1099  
A



RIPLEY, MISSISSIPPI

Amdt 2 08101

34°43' N-89°01' W

RIPLEY (25M)

VOR/DME-A

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

**OKTIBBEHA** (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

250 S4 NOTAM FILE GWO

RWY 13-31: 2700X150 (TURF)

RWY 13: Trees RWY 31: Trees

RWY 18-36: 2200X150 (TURF)

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

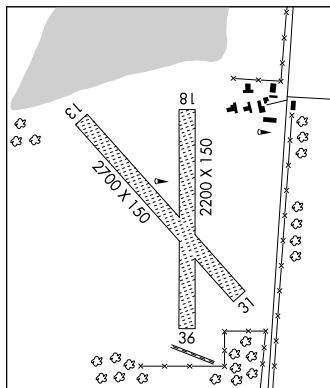
**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 271°8.5 NM to fld. 240/04E. **HIWAS.**



MEMPHIS

L-186

IAP

**STENNIS INTL** (See BAY ST LOUIS)

**TALLAHALA** N31°41.25' W89°11.39' NOTAM FILE GWO.

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

NEW ORLEANS

L-226

**TEOCK** N33°35.52' W90°05.06' NOTAM FILE GWO.

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

MEMPHIS

L-186

**THIGPEN FLD** (See BAY SPRINGS)

**TISHOMINGO CO** (See BELMONT)

**TLOTT** N30°32.89' W88°33.19' NOTAM FILE PQL.

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

NEW ORLEANS

**TRENT LOTT INTL** (See PASCAGOULA)

## TUNICA

**TUNICA** (30M) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

195 S2 **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 01-19: 2508X80 (ASPH-TURF)

RWY 01: Thld displcd 108'.

**AIRPORT REMARKS:** Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS

**TUNICA MUNI** (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

194 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

RWY 17-35: H8500X150 (ASPH-GRVD) S-94, D-215, 2T-510, 2D-460, 2D/2D2-720 HIRL

RWY 17: ODALS.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Public phone 662-363-9956. Large flocks of geese invof arpt Nov-Feb. Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. **ACTIVATE HIRL** Rwy 17-35 and MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (662) 363-1652.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**MEMPHIS APP/DEP** 119.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

**ILS/DME** 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

MEMPHIS

H-61, L-186

IAP

VORTAC IGB <b>116.2</b> Chan <b>109</b>	APP CRS <b>269°</b>	Rwy Idg TDZE Apt Elev <b>250</b>	<b>N/A</b> <b>N/A</b> <b>250</b>
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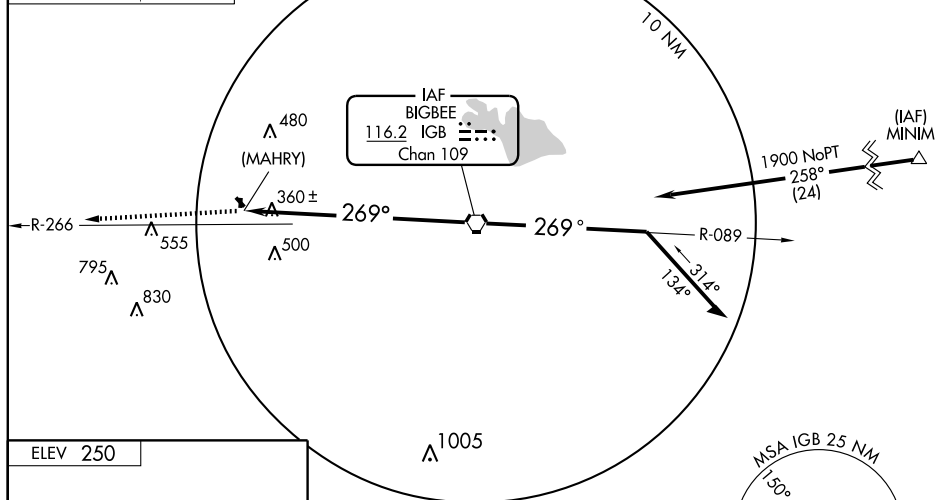
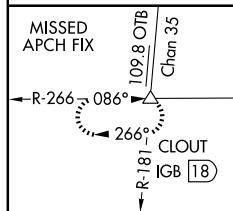
**VOR or GPS-B**  
STARKVILLE/OKTIBBEHA (M51)

▼ Use Columbus altimeter setting.  
▲ NA Procedure not authorized at night.

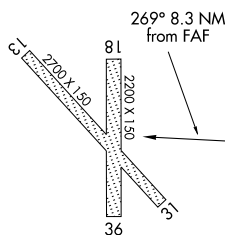
MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

COLUMBUS APP CON ★  
**135.6 323.275**

UNICOM  
**122.8** (CTAF)



ELEV 250



2000

IGB  
R-266

CLOUT  
▲

VORTAC

Remain  
within 10 NM

(MAHRY)

089°

1900

1900

8.3 NM

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY	A	B	C	D
CIRCLING	780-1	530 (600-1)		NA

STARKVILLE, MISSISSIPPI

Amdt 6A 09267

STARKVILLE/OKTIBBEHA (M51)

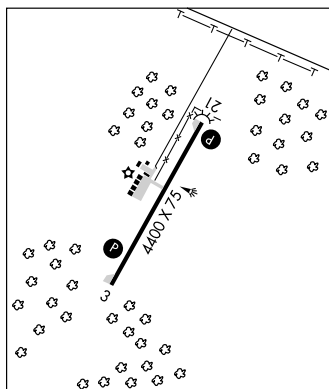
33° 30' N-88° 41' W

**VOR or GPS-B**

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

**RIPLEY** (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'  
 465 B FUEL 100LL NOTAM FILE GWO  
**RWY 03-21:** H4400X75 (ASPH) S-20 MIRL 0.6% up NE  
**RWY 03:** PAPI(P2L)—GA 3.25° TCH 15'. Tree.  
**RWY 21:** PAPI(P2L)—GA 3.5° TCH 16'. Tree.  
**AIRPORT REMARKS:** Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z† ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.  
**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 094° 24 NM to fld. 630/03E.



MEMPHIS  
L-18G  
IAP

**ROSCOE TURNER** (See CORINTH)

**RULEVILLE-DREW** (See DREW)

**SAVOY** N32°14.84' W88°46.30' NOTAM FILE MEI.  
 NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld.

MEMPHIS  
L-18G

**SCOBEE** N33°53.47' W89°52.47' NOTAM FILE GWO.  
 NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS  
L-18G

**SELFS** (See MARKS)

**SEYER** N35°00.93' W88°36.94' NOTAM FILE GWO.  
 NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

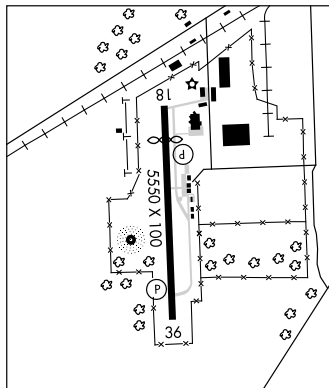
MEMPHIS

**SIDON** N33°27.83' W90°16.64' NOTAM FILE GWO.  
 (H) VORTAC 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.  
 RCO 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS  
H-6J, 5C, L-18G

## STARKVILLE

**GEORGE M BRYAN** (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'  
 333 B S4 FUEL 100LL, JET A NOTAM FILE GWO  
**RWY 18-36:** H5550X150 (ASPH-CONC) S-25, D-30 HIRL  
**RWY 18:** PAPI(P2L)—GA 3.0° TCH 24'. Thld dspcd 1380'. Trees.  
**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 26'.  
**AIRPORT REMARKS:** Attended Mon-Sat 1400-0100Z†, Sun 1400-2300Z†. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z†, after 2230Z† ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.  
**WEATHER DATA SOURCES:** AWOS-3 118.975 (662) 323-4966.  
**COMMUNICATIONS:** CTAF/UNICOM 122.7  
 Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays. Other times ctc  
**MEMPHIS CENTER APP/DEP CON** 127.1  
**COLUMBUS CLNC DEL** 126.25  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.  
**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 256° 17.1 NM to fld. 240/04E. HIWAS.  
**BRYAN NDB (MHW)** 281 STF N33°25.92' W88°51.02' at fld.  
 NDB unmonitored.  
**ILS/DME** 109.9 I-STF Chan 36 Rwy 36. (LOC only)



MEMPHIS  
H-6J, L-18G  
IAP

LOC/DME I-STF  
**109.9**  
Chan **36**

APP CRS  
360°

Rwy Idg	<b>5550</b>
TDZE	<b>326</b>
Apt Elev	<b>333</b>

LOC/DME RWY 36  
STARKVILLE/GEORGE M. BRYAN (STF)

**T** If local altimeter setting not received, use Golden Triangle  
Rgnl altimeter setting and increase all MDAs 40 feet.  
**A NA** DME required. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

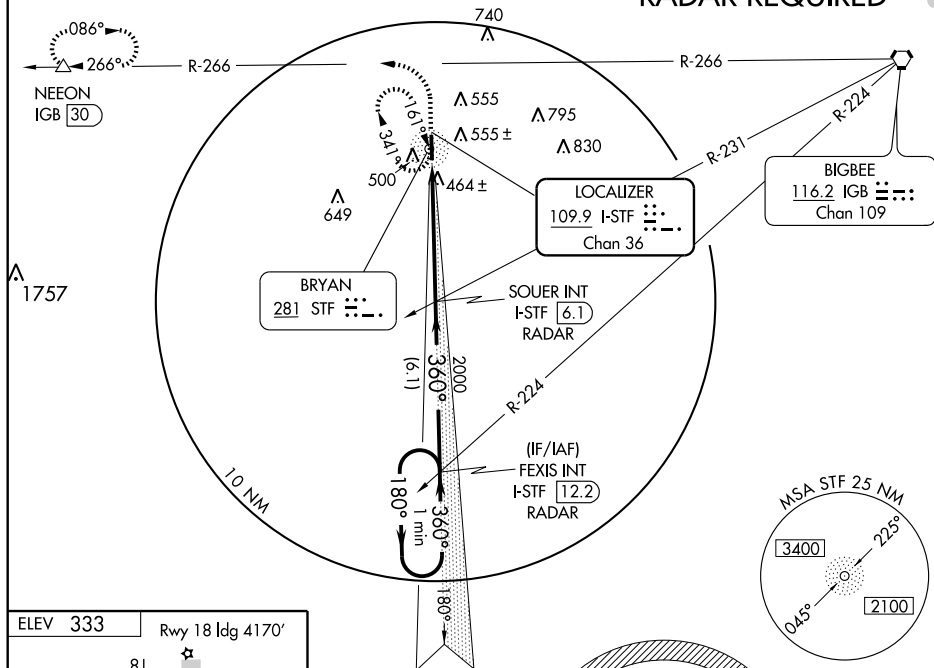
AWOS-3  
118.975

COLUMBUS APP CON ★  
135.6 323.275

CLNC DEL  
**126.25**

UNICOM  
122.7 (CTAF) **L**

## RADAR REQUIRED



ELEV 333

Rwy 18 lda 4170'

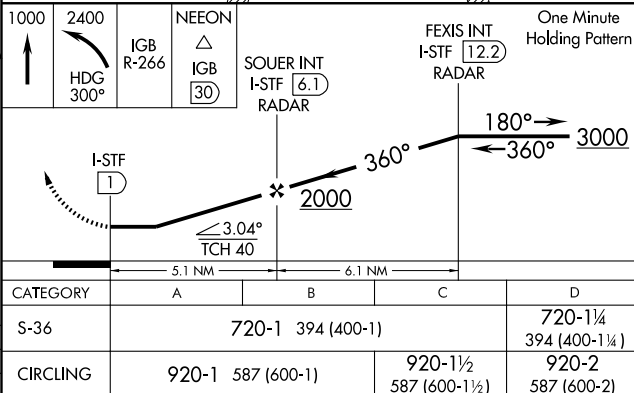
5550 X 150

449 ±

360° 5.1 NM 36 REIL Rwy 36  
from FAF HIRL Rwy 18-36

Knots	60	90	120	150	180
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Min:Sec					
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STARKVILLE, MISSISSIPPI

Orig 09351

STARKVILLE / GEORGE M. BRYAN (STF)

33° 26' N-88° 51' W

LOC/DME RWY 36

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

NDB STF <b>281</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>332</b>
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If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.

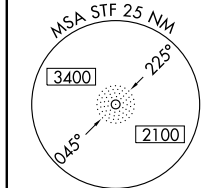
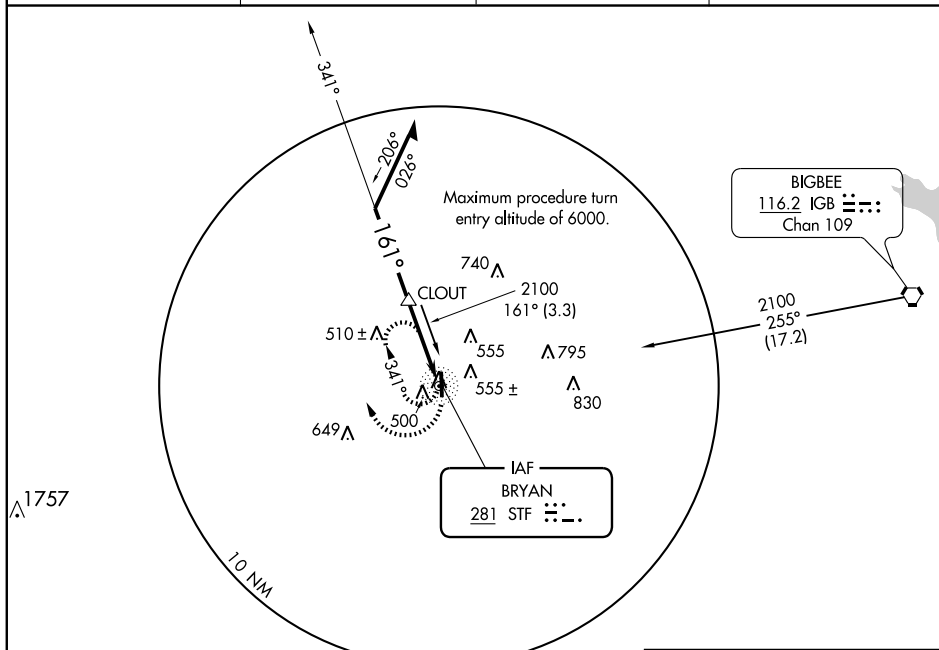
MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.

AWOS-3  
**118.975**

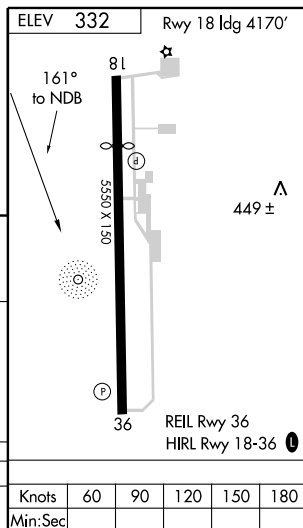
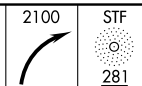
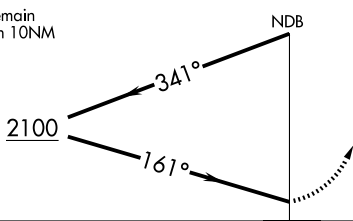
COLUMBUS APP CON ★  
**135.6 323.275**

CLNC DEL  
**126.25**

UNICOM  
**122.7** (CTAF) **0**



Remain within 10NM



APP CRS **180°**  
 Rwy Idg **4170**  
 TDZE **332**  
 Apt Elev **332**

# RNAV (GPS) RWY 18

STARKVILLE/GEORGE M. BRYAN (STF)

▼ VDP NA with Columbus AFB altimeter setting. DME/DME RNP-0.3 NA.  
 ▲ If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

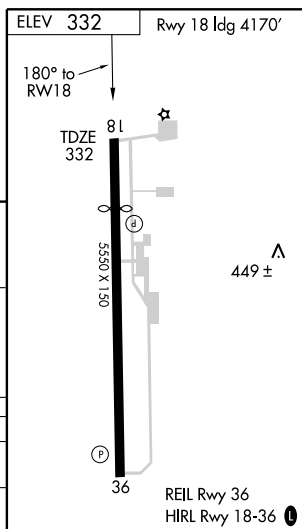
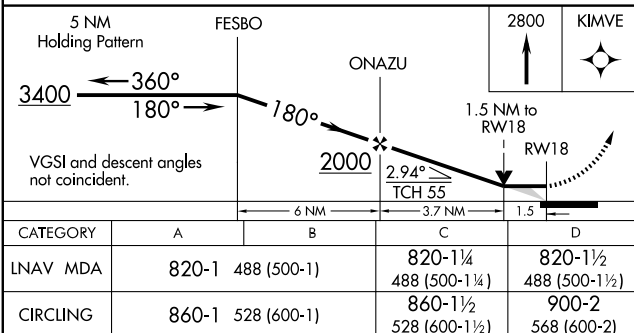
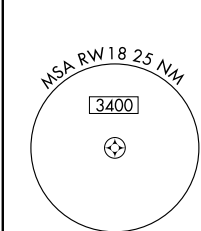
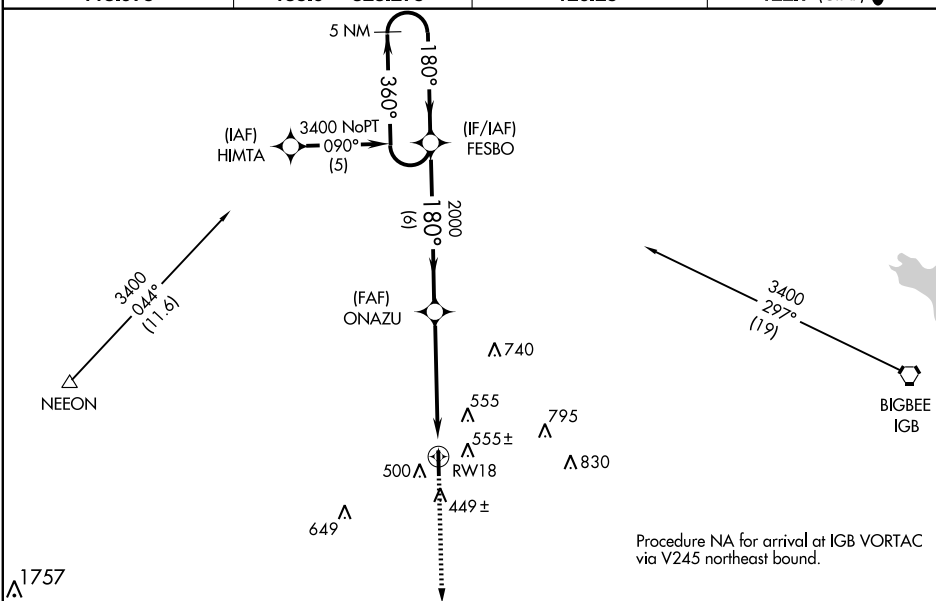
MISSED APPROACH: Climb to 2800  
 direct KIMVE and hold.

AWOS-3  
**118.975**

COLUMBUS APP CON ★  
**135.6 323.275**

CLNC DEL  
**126.25**

UNICOM  
**122.7** (CTAF) **1**



WAAS CH <b>53604</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy ldg TDZE <b>326</b> Apt Elev <b>333</b>
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# RNAV (GPS) RWY 36

STARKVILLE/GEORGE M. BRYAN (STF)

**▼** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.  
**▲** If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Golden Triangle Rgnl altimeter setting.

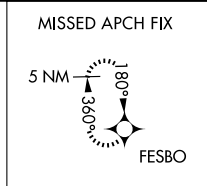
**MISSED APPROACH:** Climb to 3400 direct FESBO and hold, continue climb and hold to 3400.

AWOS-3  
**118.975**

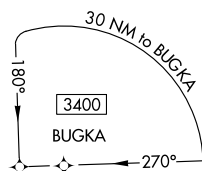
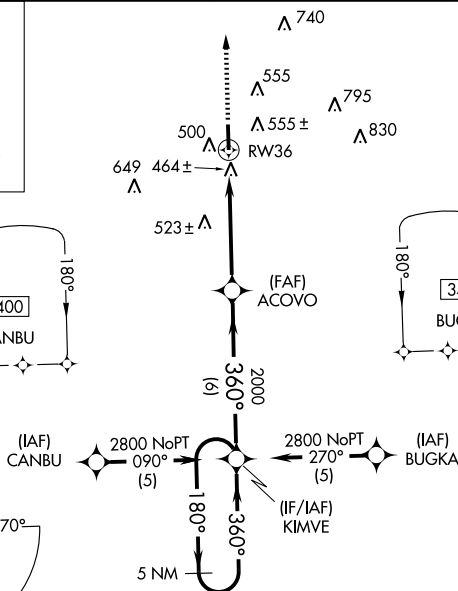
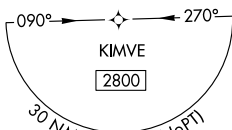
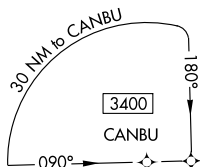
COLUMBUS APP CON★  
**135.6 323.275**

CLNC DEL  
**126.25**

UNICOM  
**122.7 (CTAF)**



1757  
Λ



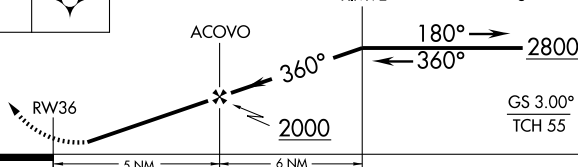
3400

FESBO

VGSI and RNAV glidepath not coincident.

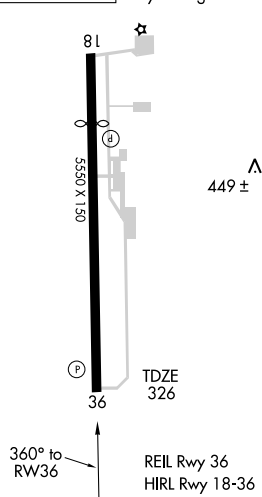
KIMVE

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	743-1½ 417 (500-1½)			
LNAV VNAV / DA	771-1½ 445 (500-1½)			
LNAV MDA	820-1 494 (500-1)	820-1¼ 494 (500-1¼)	820-1½ 494 (500-1½)	
CIRCLING	920-1 587 (600-1)	920-1½ 587 (600-1½)	920-2 587 (600-2)	

ELEV 333 Rwy 18 ldg 4170'



VORTAC IGB <b>116.2</b> Chan <b>109</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev <b>332</b>	N/A N/A
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VOR/DME-A

STARKVILLE/GEORGE M. BRYAN (STF)



If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

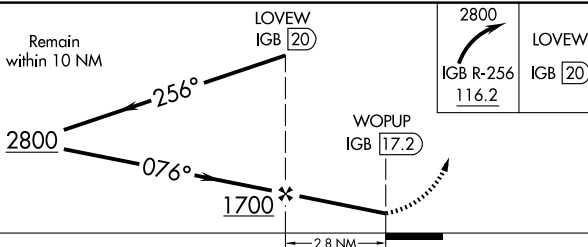
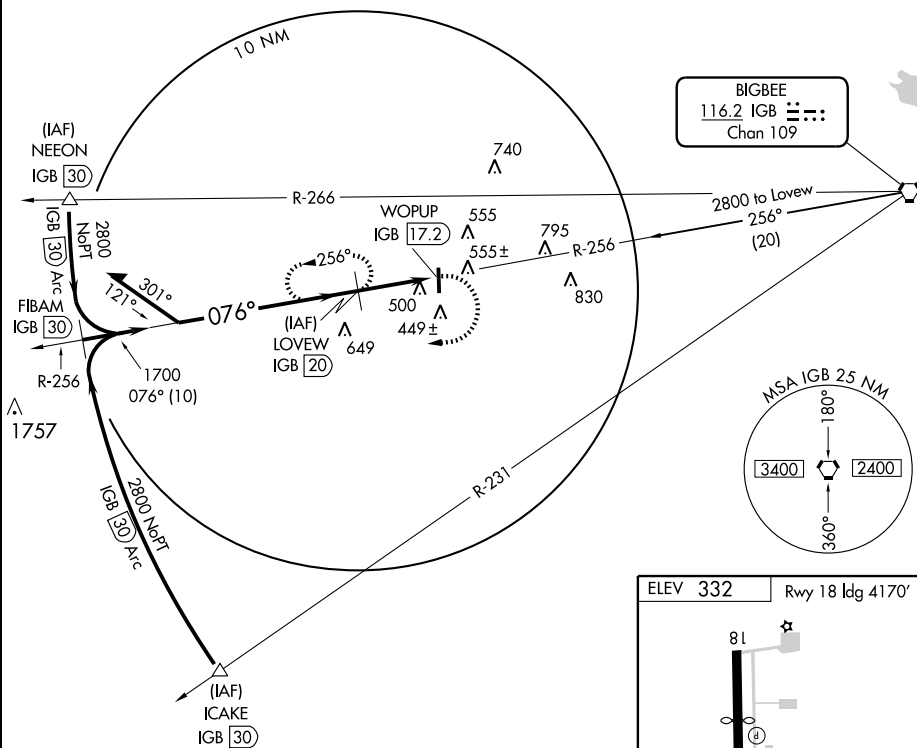
MISSED APPROACH: Climbing right turn to 2800 via IGB R-256 to LOVEW / IGB 20 DME and hold.

AWOS-3  
**118.975**

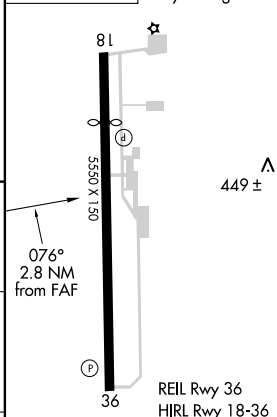
COLUMBUS APP CON ★  
**135.6 323.275**

CLNC DEL  
**126.25**

UNICOM  
**122.7** (CTAF) **1**



ELEV **332** Rwy 18 Idg 4170'



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	860-1	528 (600-1)	860-1½ 528 (600-1½)	900-2 568 (600-2)	Min:Sec					

**OKTIBBEHA** (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

250 S4 NOTAM FILE GWO

RWY 13-31: 2700X150 (TURF)

RWY 13: Trees RWY 31: Trees

RWY 18-36: 2200X150 (TURF)

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

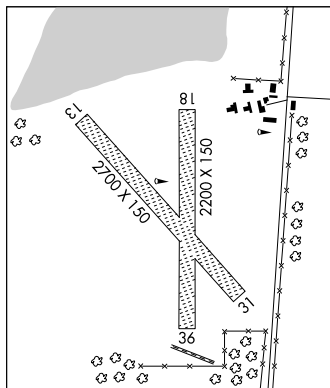
**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 271°8.5 NM to fld. 240/04E. **HIWAS.**



MEMPHIS

L-186

IAP

**STENNIS INTL** (See BAY ST LOUIS)

**TALLAHALA** N31°41.25' W89°11.39' NOTAM FILE GWO.

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

NEW ORLEANS

L-226

**TEOCK** N33°35.52' W90°05.06' NOTAM FILE GWO.

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

MEMPHIS

L-186

**THIGPEN FLD** (See BAY SPRINGS)

**TISHOMINGO CO** (See BELMONT)

**TLOTT** N30°32.89' W88°33.19' NOTAM FILE PQL.

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

NEW ORLEANS

**TRENT LOTT INTL** (See PASCAGOULA)

## TUNICA

**TUNICA** (30M) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

195 S2 **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 01-19: 2508X80 (ASPH-TURF)

RWY 01: Thld displcd 108'.

**AIRPORT REMARKS:** Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS

**TUNICA MUNI** (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

194 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

RWY 17-35: H8500X150 (ASPH-GRVD) S-94, D-215, 2T-510, 2D-460, 2D/2D2-720 HIRL

RWY 17: ODALS.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Public phone 662-363-9956. Large flocks of geese invof arpt Nov-Feb. Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. **ACTIVATE HIRL** Rwy 17-35 and MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (662) 363-1652.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**MEMPHIS APP/DEP** 119.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

**ILS/DME** 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

MEMPHIS

H-61, L-186

IAP

LOC/DME I-UTA <b><u>110.95</u></b> Chan <b>46(Y)</b>	APP CRS <b>347°</b>	Rwy Idg <b>8500</b> TDZE <b>194</b> Apt Elev <b>194</b>
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ILS or LOC RWY 35  
TUNICA MUNI (UTA)

**T** If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.

**A** VDP NA with Memphis altimeter setting.

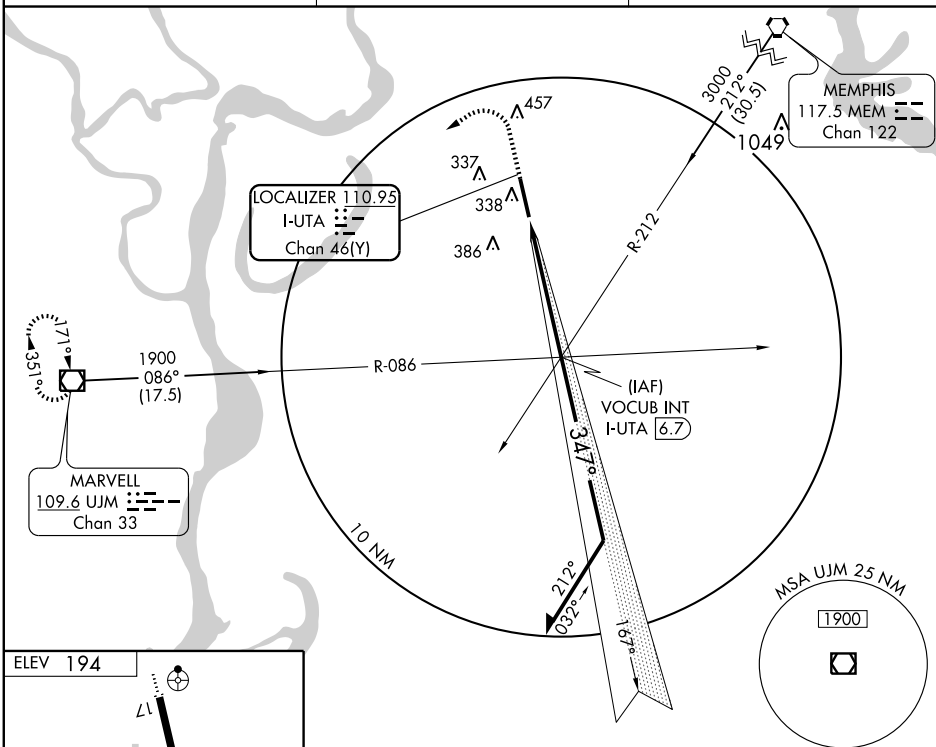
MALSR  
A5

**MISSED APPROACH:** Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

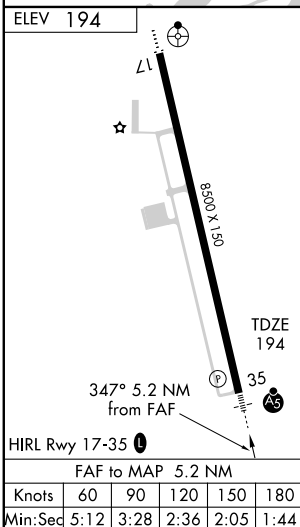
AWOS-3  
**118.075**

MEMPHIS APP CON  
119.1 291.6

UNICOM  
123.0 (CTAF) **L**



ELEV	194
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HIRL Rwy 17-35 **L**

EAE to MAP 5.2 NM

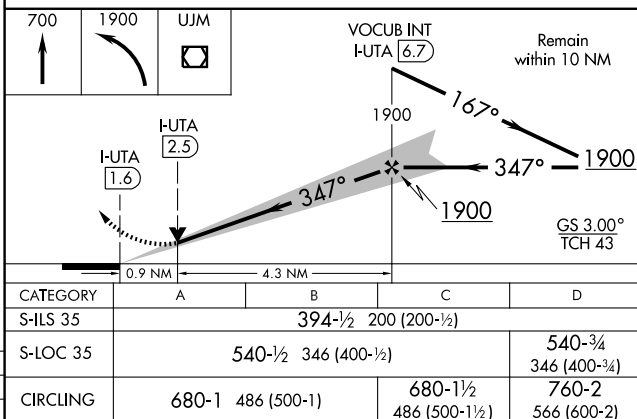
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

TUN|CA, MISS|SS|PP|

Orig 09267

TUNICA MUNI (UTA)

ILS or LOC RWY 35



34°41'N-90°21'W

SC-4. 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>56212</b> <b>W17A</b>	APP CRS <b>167°</b>	Rwy Idg TDZE <b>194</b> Apt Elev <b>194</b>	<b>8500</b>
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# RNAV (GPS) RWY 17

TUNICA MUNI (UTA)

**▼** DME/DME RNP-0.3 NA.  
**▲** When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.  
 VDP NA when using Memphis Intl altimeter setting.

ODALS

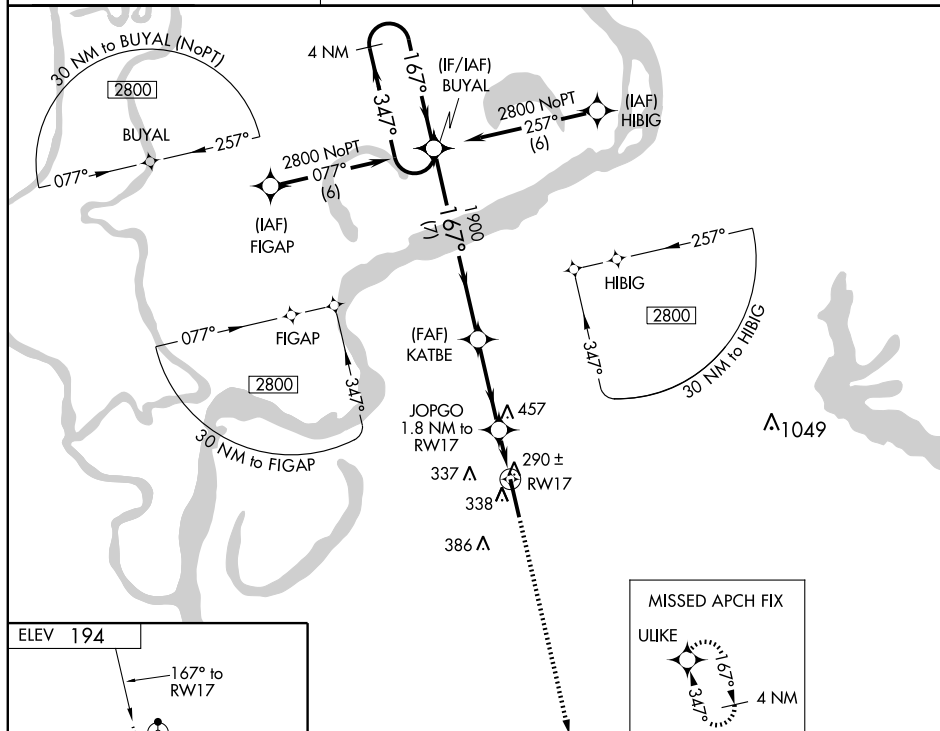


MISSED APPROACH: Climb to 2800  
direct UIKE and hold.

AWOS-3  
**118.075**

MEMPHIS APP CON  
**119.1 291.6**

UNICOM  
**123.0** (CTAF) **0**



ELEV 194

167° to  
RWY17

TDZE  
194

8500 x 150

35

AS

HIRL Rwy 17-35 **0**

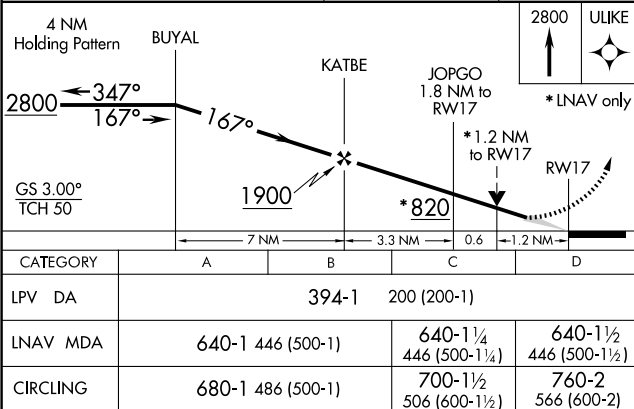
TUNICA, MISSISSIPPI

Amdt 2 09267

34°41' N-90°21' W

TUNICA MUNI (UTA)

# RNAV (GPS) RWY 17



WAAS CH <b>60912</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy ldg TDZE <b>194</b> Apt Elev <b>194</b>
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# RNAV (GPS) RWY 35

TUNICA MUNI (UTA)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting.  
 ▲ For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼.



MISSED APPROACH:  
Climb to 2800 direct  
BUYAL and hold.

AWOS-3  
**118.075**

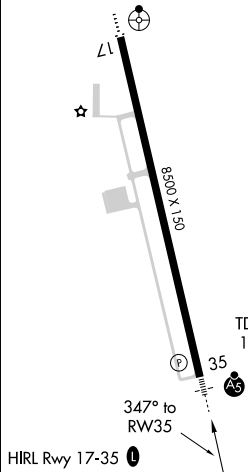
MEMPHIS APP CON  
**119.1 291.6**

UNICOM  
**123.0 (CTAF) 1**

MISSED APCH FIX



ELEV 194



\*LNAV only



4 NM  
Holding Pattern



\*1 NM to RWY 35

1 NM

4.1 NM

6.9 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

1 NM

TUNICA, MISSISSIPPI

Amdt 1 09267

34° 41' N-90° 21' W

TUNICA MUNI (UTA)

# RNAV (GPS) RWY 35

10210

## AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)  
TUPELO, MISSISSIPPI

ASOS  
133.525  
TUPELO TOWER ★  
118.775 254.275  
GND CON  
121.825 254.275

ELEV  
342

81

181.3°

6500 X 150

001.3°

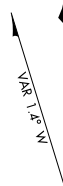
FIELD  
ELEV  
346

36

RWY 18-36  
S-90, D-135, 2D-150

TWR  
423

444



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

88°46.5' W

88°46.0' W

## AIRPORT DIAGRAM

10210

TUPELO, MISSISSIPPI  
TUPELO RGNL (TUP)

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

**TUNNG** N34°23.11' W89°37.56' NOTAM FILE GWO.  
NDB (LOM) 426 UV 089° 4.4 NM to University-Oxford.

**MEMPHIS**  
L-18G

**TUPELO RGNL** (TUP)(KTUP) CIV/MIL/P/ANG 3 W UTC-6(-5DT) N34°16.09' W88°46.19' **MEMPHIS**  
346 B S4 **FUEL** 100LL, JET A, A+, A1+ ARFF Index—See Remarks NOTAM FILE TUP **H-6J, L-18G**  
**RWY 18-36:** H6500X150 (ASPH-GRVD) S-90, D-135, 2D-150 HIRL **DIAP, AD**

**RWY 18:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. **RWY 36:** MALSR.

**MILITARY SERVICE:** **FUEL** A+ (NC-100, 100LL, A1+) (Weekdays  
1200-0200Z, weekends 1400-0200Z, C662-823-4359).

**AIRPORT REMARKS:** Attended 1200-0400Z. Helicopter ops all hrs  
700' AGL East of Rwy 18-36 contact CTAF for advisories.

Helicopter parking and refueling—ctc FBO on 128.85. Air carrier  
ramp restricted to air carrier ops except with PPR call arpt  
manager Mon-Fri 1400-2300Z; 662-841-6570 ext. 8. Class I,  
ARFF Index A, PPR for unscheduled air carrier ops with more than  
30 passenger seats call arpt manager 662-841-6570 ext. 8.  
Scheduled air carrier ops using acft with more than 9 passenger  
seats are not authorized in excess of 15 minutes before or after  
scheduled arrival or departure times without prior coordination  
with arpt manager and confirmation that ARFF svcs are avbl prior  
to ldf or tkf. Index B ARFF equipment avbl. **ACTIVATE** HIRL Rwy  
18-36, MALSR Rwy 36, and REIL Rwy 18—CTAF. PAPI Rwy 18 opr  
continuously.

**MILITARY REMARKS:** **RSTD** Helicopter parking and refueling rstd to east  
end of clsd rwy, ctc FBO on 128.85. Acft ramp rstd to acft ops  
except with PPR call arpt manager C662-841-6570 extension 8. **CAUTION** Helicopter ops all hours 700' AGL east  
of Rwy 18-36, ctc CTAF.

**ANG** Support facility ops Mon-Fri 1300-2200Z except holidays. Limited parking avbl. No tran fuel. DSN  
293-3400, C662-891-4400.

**WEATHER DATA SOURCES:** ASOS 133.525 (662) 840-8528.

**COMMUNICATIONS:** **CTAF** 118.775

**RCO** 122.5 (GREENWOOD RADIO)

**MEMPHIS CENTER APP/DEP CON** 128.5 279.55

**TOWER** 118.775 254.275 (1200-0400Z) **GND CON** 121.825 254.275 **ARNG OPS** 33.50 241.0

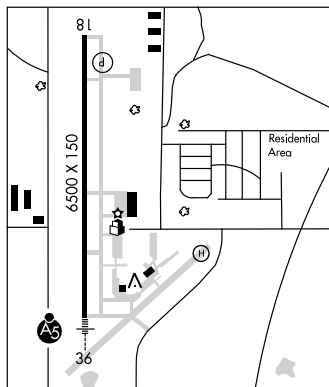
**AIRSPACE:** **CLASS D** 1200-0400Z. Other times **CLASS E**.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

(L) **VORW/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 023° 3 NM to fld. 360/04E. VOR portion  
unusable 190°-220°.

**VERON NDB (LOM)** 420 TU N34°10.82' W88°46.13' 358° 5.3 NM to fld.

**ILS/DME** 108.5 I-TUP Chan 22 Rwy 36. Class IA. LOM **VERON NDB**. ILS unmonitored  
0500-1100Z. ILS unusable 25° right of course.



## TYLERTOWN

**PAUL PITTMAN MEML** (T36) 3 NW UTC-6(-5DT) N31°08.76' W90°10.09' **NEW ORLEANS**

384 B **FUEL** 100 NOTAM FILE GWO **L-21B, 22F**

**RWY 18-36:** H3000X60 (ASPH) S-20 MIRL

**RWY 18:** PAPI(P2L)—GA 3.0°. **RWY 36:** PAPI(P2L)—GA 3.0°. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 24 hrs with credit card. MIRL Rwy 18-36 preset low ints  
dusk-dawn; to increase ints **ACTIVATE**—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.

**COMMUNICATIONS:** **CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

**McCOMB (H) VORTAC** 116.7 MCB Chan 114 N31°18.27' W90°15.49' 151°10.6 NM to fld. 440/03E.  
**HIWAS**

**UNIVERSITY-OXFORD** (See OXFORD)

**VERON** N34°10.82' W88°46.13' NOTAM FILE TUP.

**NDB (LOM)** 420 TU 358° 5.3 NM to Tupelo Rgnl. **MEMPHIS**  
L-18G

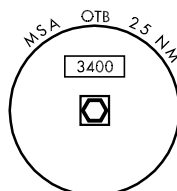
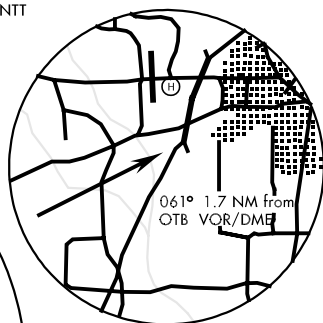
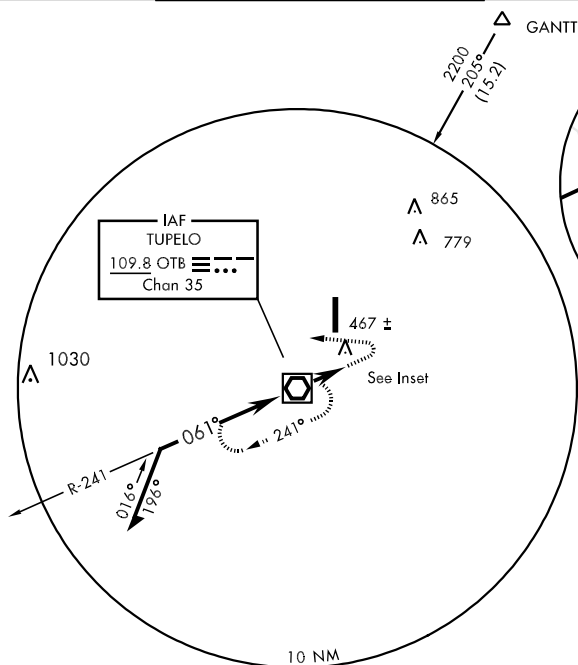
VOR/DME OTB <b>109.8</b> Chan <b>35</b>	APCH CRS <b>061°</b>	Rwy Idg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>346</b>
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AL-854 [USA]

TUPELO REGIONAL (KTUP)

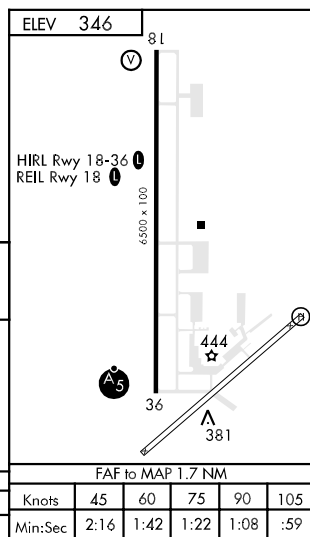
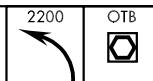
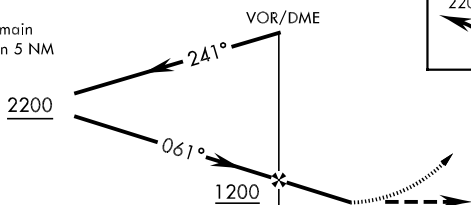
NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

MEMPHIS CENTER  
**128.5 279.55**TUPELO TOWER ★  
**118.775** (CTAF) **0 254.275**GND CON  
**121.825 254.275**ASOS  
**133.525**

RADAR REQUIRED

COPTER ONLY

From MAP proceed visually Northeast along  
NATCHEZ TRACE PARKWAY to airportRemain  
within 5 NM

CATEGORY	COPTER		
H-061°	740-1	370	(400-1)

# ILS or LOC RWY 36

TUPELO RGNL (TUP)

LOC/DME I-TUP <b>108.5</b> Chan <b>22</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev <b>6500</b> <b>346</b> <b>346</b>
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**⚠ ADF or RADAR REQUIRED.** When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats C and D visibility ½ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility ½ mile.



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

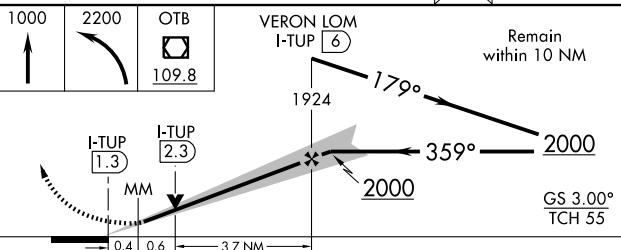
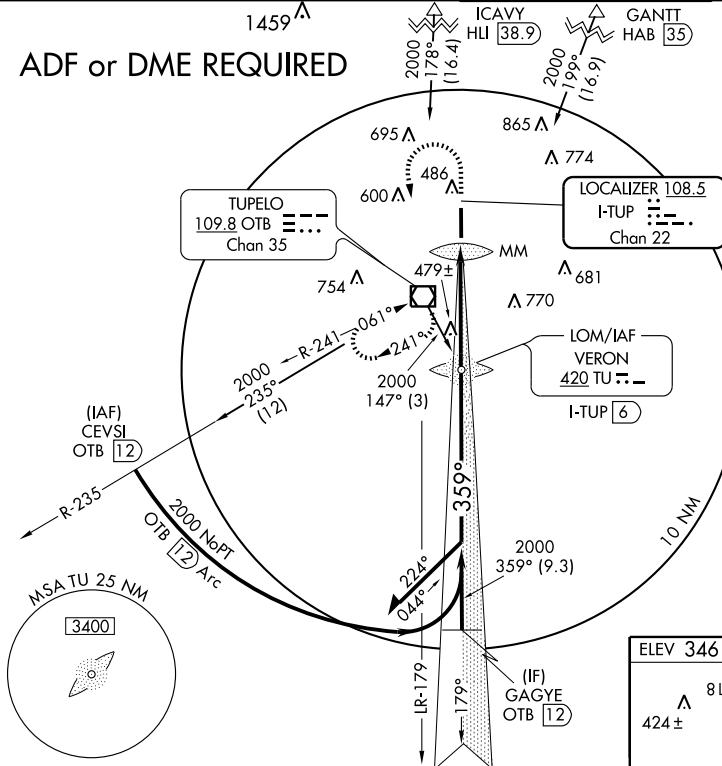
ASOS  
**133.525**

MEMPHIS CENTER  
**128.5 279.55**

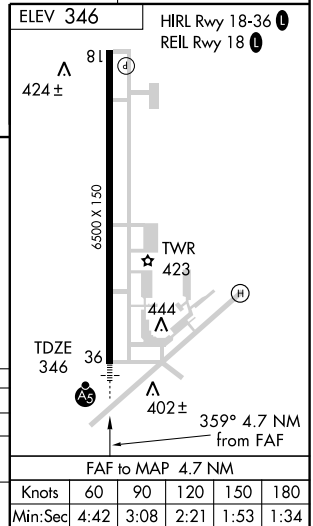
TUPELO TOWER\*  
**118.775 (CTAF) 0 254.275**

GND CON  
**121.825 254.275**

## ADF or DME REQUIRED




CATEGORY	A	B	C	D
S-ILS 36		546-1/2 200 (200-1/2)		
S-LOC 36		740-1/2 394 (400-1/2)	740-3/4 394 (400-3/4)	
CIRCLING	800-1 454 (500-1)	800-1 1/2 454 (500-1 1/2)	900-2 554 (600-2)	



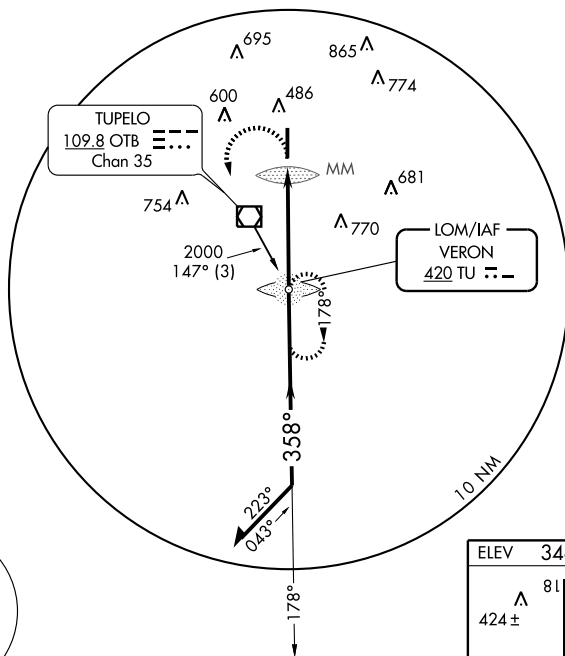
LOM TU <b>420</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>346</b> <b>346</b>
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**NDB RWY 36**  
TUPELO RGNL (TUP)

		MALSR 	MISSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.	
ASOS <b>133.525</b>	MEMPHIS CENTER <b>128.5 279.55</b>	TUPELO TOWER ★ <b>118.775 (CTAF) 254.275</b>		GND CON <b>121.825 254.275</b>

△ 1459

**RADAR REQUIRED**



LOM

Remain  
within 10 NM

178°

2000

358°

2000

CATEGORY

A

B

C

D

S- 36

780-¾ 434 (500-¾)

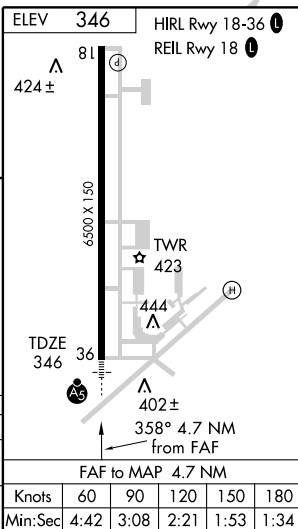
780-1¼  
434 (500-1¼)

CIRCLING

800-1 454 (500-1)

800-1½  
454 (500-1½)

900-2  
554 (600-2)



WAAS CH <b>77712</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg <b>6500</b> TDZE <b>344</b> Apt Elev <b>346</b>
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# RNAV (GPS) RWY 18

TUPELO RGNL (TUP)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C ¼ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

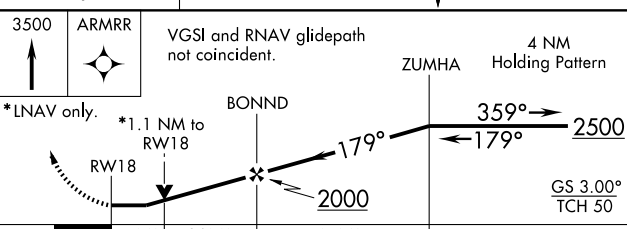
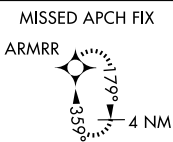
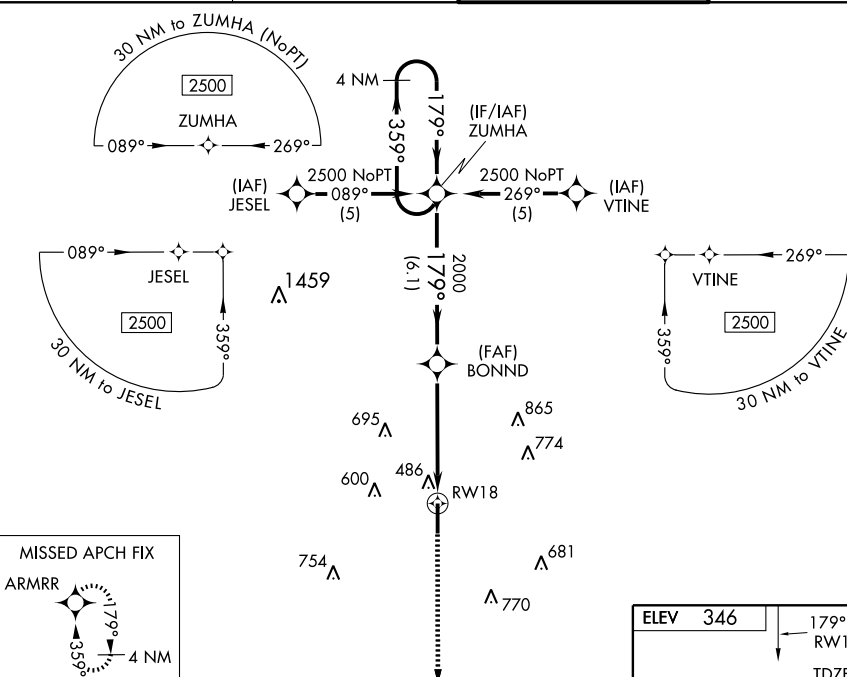
**MISSED APPROACH:** Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

ASOS  
**133.525**

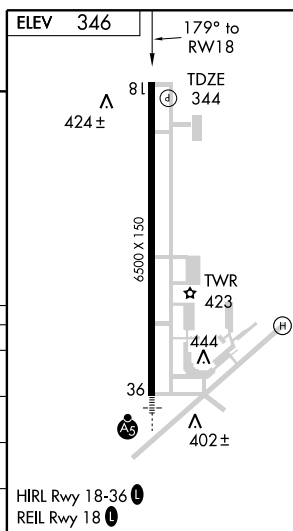
MEMPHIS CENTER  
**128.5 279.55**

TUPELO TOWER★  
**118.775 (CTAF) 254.275**

GND CON  
**121.825 254.275**



CATEGORY	A	B	C	D
LPV DA	634-1 290 (300-1)			
LNAV/VNAV DA	757-1½ 413 (500-1½)			
LNAV MDA	740-1 396 (400-1)			740-1¼ 396 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)



WAAS CH <b>93712</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>346</b> <b>346</b>
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# RNAV (GPS) RWY 36

TUPELO RGNL (TUP)

**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility ½ mile, and LNAV Cat. D visibility ½ mile.



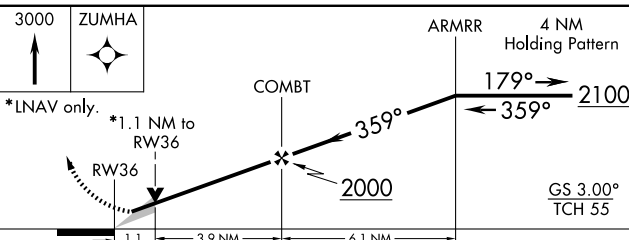
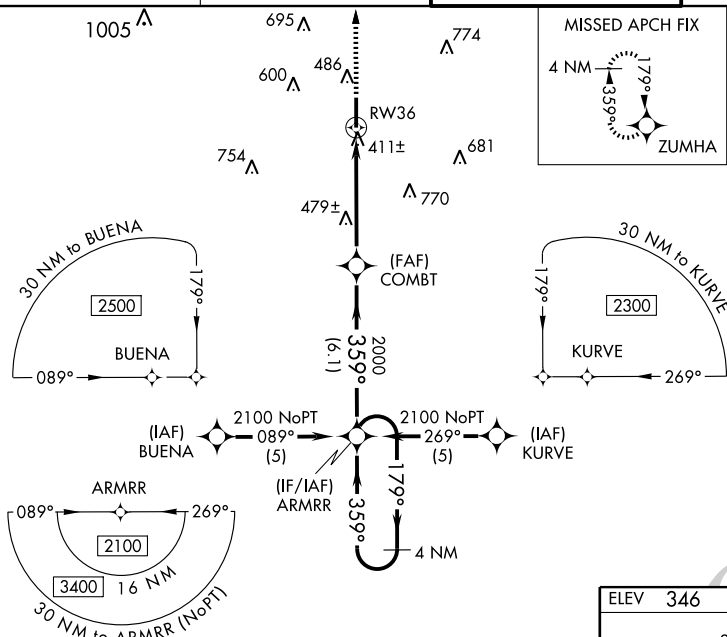
**MISSED APPROACH:**  
Climb to 3000 direct ZUMHA and hold.

ASOS  
**133.525**

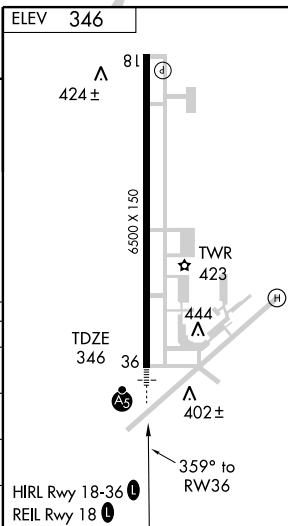
MEMPHIS CENTER  
**128.5 279.55**

TUPELO TOWER ★  
**118.775 (CTAF) 0 254.275**

GND CON  
**121.825 254.275**



CATEGORY	A	B	C	D
LPV DA	546-1/2 200 (200-1/2)			
LNAV/VNAV DA	692-3/4 346 (400-3/4)			
LNAV MDA	740-1/2 394 (400-1/2)			740-1 394 (400-1)
CIRCLING	800-1 454 (500-1)		800-1 1/2 454 (500-1 1/2)	900-2 554 (600-2)



VOR/DME OTB <b><u>109.8</u></b> Chan <b>35</b>	APP CRS <b>198°</b>	Rwy Idg <b>6500</b> TDZE <b>345</b> Apt Elev <b>346</b>
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VOR/DME RWY 18  
TUPELO RGNL (TUP)

**MISSED APPROACH:** Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.

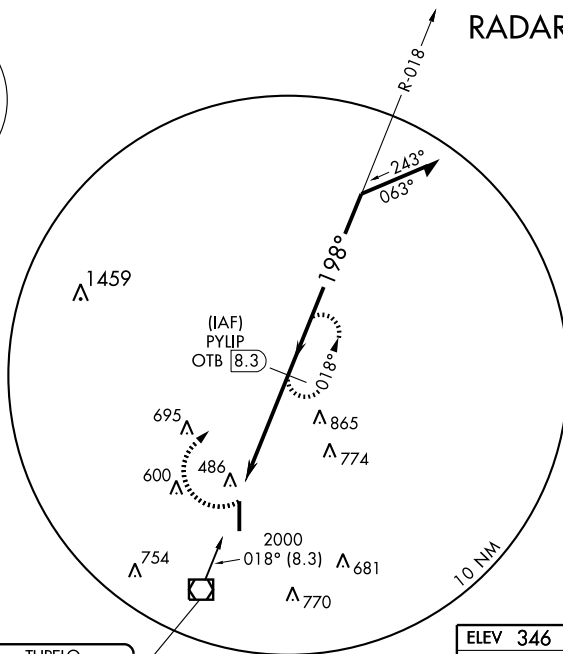
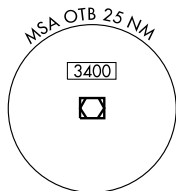
ASOS  
**133,525**

MEMPHIS CENTER  
128.5 279.55

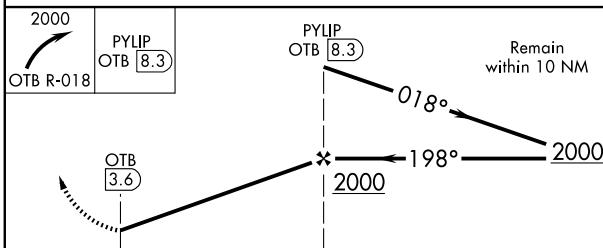
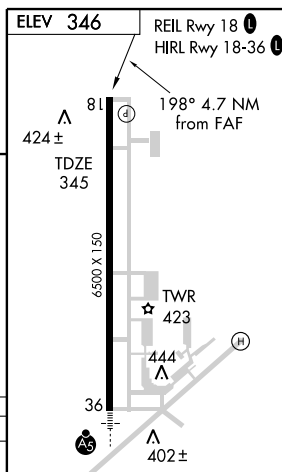
TUPELO TOWER ★  
118,775 (CTAF) 254,275

GND CON  
**121,825 254,275**

## RADAR REQUIRED



TUPELO  
109.8 OTB  
Chan 35



	← 4.7 NM →			
CATEGORY	A	B	C	D
S-18	740-1 395 (400-1)			740-1 $\frac{1}{4}$ 395 (400-1 $\frac{1}{4}$ )
CIRCLING	800-1 454 (500-1)		800-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$ )	900-2 554 (600-2)

**VICKSBURG MUNI** (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

MEMPHIS

106 B S4 FUEL 100LL JET A LRA NOTAM FILE GWO

H-6J, L-18F

RWY 01-19: H5000X100 (ASPH) S-30, D-50, 2D-90 MIRL

IAP

RWY 01: Thld dsplcd 300'. Trees. RWY 19: Thld dsplcd 480'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

**VICKSBURG TALLULAH RGNL** (See TALLULAH/VICKSBURG, LA)

**VORTEX HELIPORT** (See LONG BEACH)

**WATER VALLEY MUNI** (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

MEMPHIS

270 B NOTAM FILE GWO

L-18G

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

**WAYNESBORO MUNI** (2RØ) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

NEW ORLEANS

164 B FUEL 100LL NOTAM FILE GWO

H-6J, L-22G

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees. RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

**WEST DELTA** DLP N29°07.28' W89°32.83'

L-21B, 22G, GOMC

AWOS-3 120.425

## WEST POINT

**McCHAREN FLD** (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

MEMPHIS

205 B NOTAM FILE GWO

L-18G

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

IAP

RWY 18: Thld dsplcd 392'. Tree.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z, after 0400Z

ACTIVATE—CTAF.

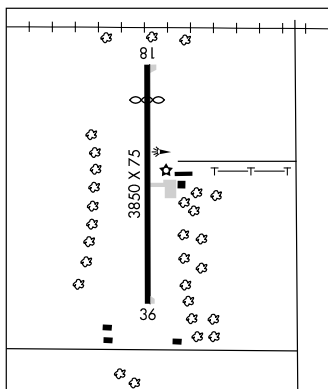
COMMUNICATIONS: CTAF 122.9

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z Mon-Fri, 1600-2300Z Sun, clsd Sat and holidays. Other times ctc MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



# RNAV (GPS) RWY 1

VICKSBURG MUNI (VKS)

APP CRS  
**005°**

Rwy ldg **4700**  
TDZE **103**  
Apt Elev **106**

**▽** DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 direct TALPY and hold.

MEMPHIS CENTER  
**132.5 259.1**

UNICOM  
**122.8 (CTAF) 0**

DORTS

3000  
1.67°  
(1.4.8)

605

512

605

422 ±

529

383

608

623

530

RW01

306

366

399 ±

442 ±

(FAF)

DOGME

1800

005°

(6)

(IAF)

BADBE

2000

094°

(5)

(IF)

ADIVE

2000

314°

(7)

(IAF)

COMUP

5 NM

045°

225°

TALPY

MSA RW01 25 NM

3500

ELEV 106

137

Rwy 1 ldg 4700'  
Rwy 19 ldg 4520'

61

170

201

5000 X 100

TDZE

103

120

005° to

RW01

MIRL Rwy 1-19 0

ADIVE

2000

005°

1800

3.05°

TCH 35

1.6 NM

to RW01

RW01

6 NM

3.6 NM

1.6 NM

Procedure  
Turn  
NA

CATEGORY

A

B

C

D

LNAV MDA

660-1

557 (600-1)

660-1½

557 (600-1½)

660-1¾

557 (600-1¾)

CIRCLING

700-1

594 (600-1)

700-1½

594 (600-1½)

1060-3

954 (1000-3)

VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS

LNAV MDA

680-1

577 (600-1)

680-1½

577 (600-1½)

680-1¾

577 (600-1¾)

CIRCLING

740-1

634 (700-1)

740-1¾

634 (700-1¾)

1100-3

994 (1000-3)

**VICKSBURG MUNI** (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

MEMPHIS  
H-6J, L-18F  
IAP

106 B S4 FUEL 100LL JET A LRA NOTAM FILE GWO

RWY 01-19: H5000X100 (ASPH) S-30, D-50, 2D-90 MIRL

RWY 01: Thld dsplcd 300'. Trees. RWY 19: Thld dsplcd 480'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z. ACTIVATE MIRL Rwy 01-19-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

**VICKSBURG TALLULAH RGNL** (See TALLULAH/VICKSBURG, LA)

**VORTEX HELIPORT** (See LONG BEACH)

**WATER VALLEY MUNI** (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

MEMPHIS  
L-18G

270 B NOTAM FILE GWO

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

**WAYNESBORO MUNI** (2R0) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

NEW ORLEANS  
H-6J, L-22G

164 B FUEL 100LL NOTAM FILE GWO

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees. RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

**WEST DELTA** DLP N29°07.28' W89°32.83'

L-21B, 22G, GOMC

AWOS-3 120.425

## WEST POINT

**McCHAREN FLD** (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

MEMPHIS  
L-18G  
IAP

205 B NOTAM FILE GWO

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

RWY 18: Thld dsplcd 392'. Tree.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z, after 0400Z

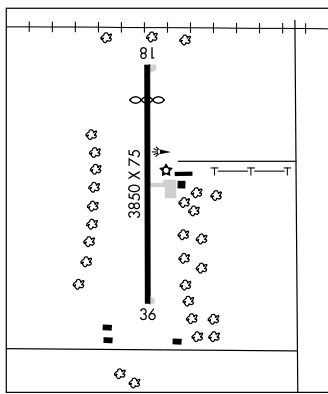
ACTIVATE-CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z Mon-Fri,  
1600-2300Z Sun, clsd Sat and holidays. Other times ctc  
MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'  
W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



APP CRS	Rwy Idg	<b>3458</b>
<b>180°</b>	TDZE	<b>205</b>
	Apt Elev	<b>205</b>

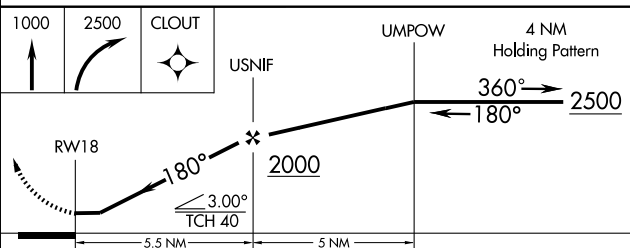
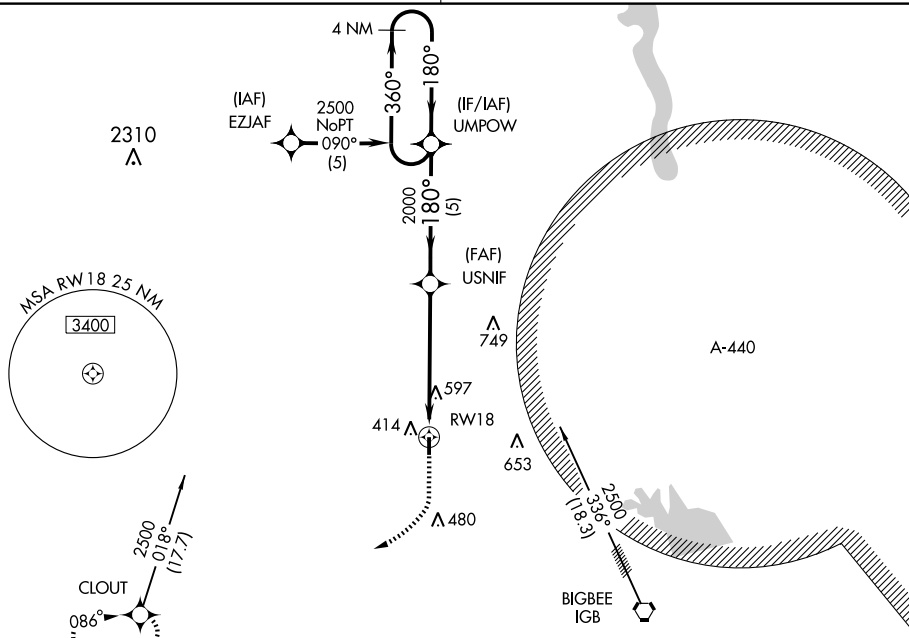
## RNAV (GPS) RWY 18

WEST POINT/MCCHAREN FIELD (M83)

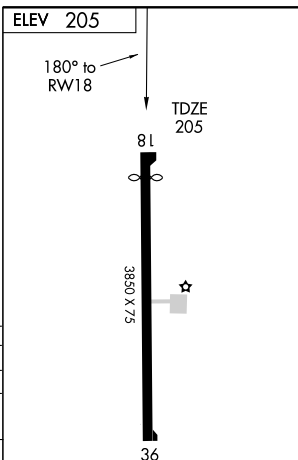
<b>T</b>	Use Columbus AFB altimeter setting.
<b>A</b> NA	DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★  
135.6 323,275

CTAF  
122.9 **L**

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	980-1 775 (800-1)	980-1¼ 775 (800-1¼)	980-2½ 775 (800-2½)	NA
CIRCLING	980-1 775 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA



WEST POINT, MISSISSIPPI  
Orig 09183

33°35'N-88°40'W

WEST POINT/MCCHAREN FIELD (M83)

RNAV (GPS) RWY 18

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4. 26 AUG 2010 to 23 SEP 2010

APP CRS **360°**  
 Rwy Idg **3850**  
 TDZE **203**  
 Apt Elev **205**

# RNAV (GPS) RWY 36

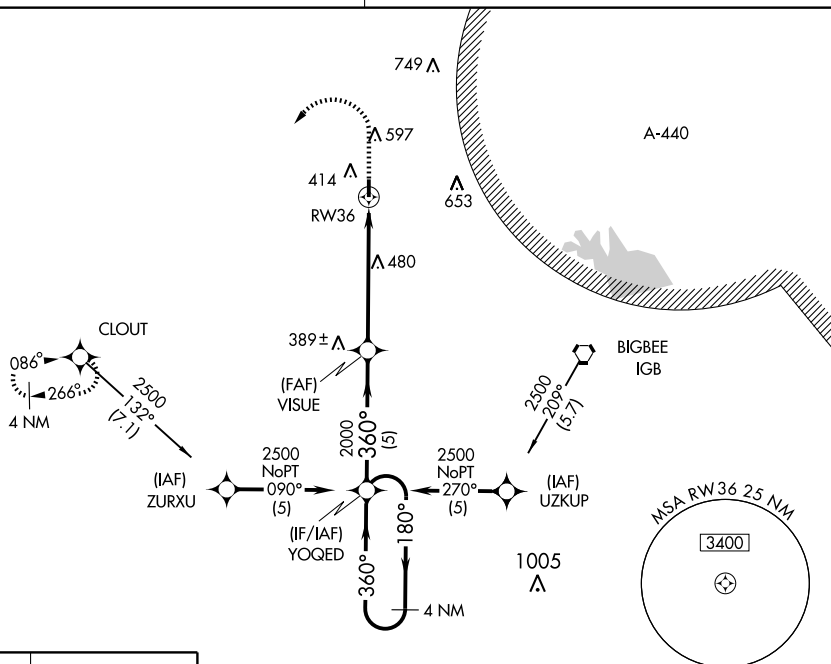
WEST POINT/MCCHAREN FIELD (M83)

▼ Use Columbus AFB altimeter setting.  
 ▲ NA DME/DME RNP-0.3 NA.

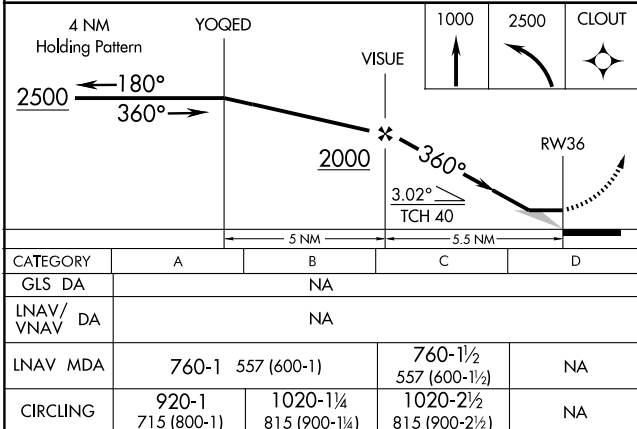
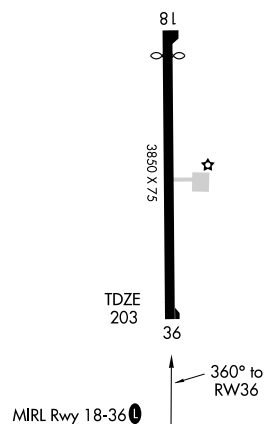
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON ★  
**135.6 323.275**

CTAF  
**122.9 0**



ELEV 205



VORTAC IGB <b>116.2</b> Chan <b>109</b>	APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>205</b>
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VOR-A

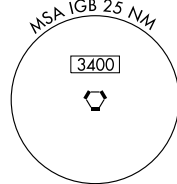
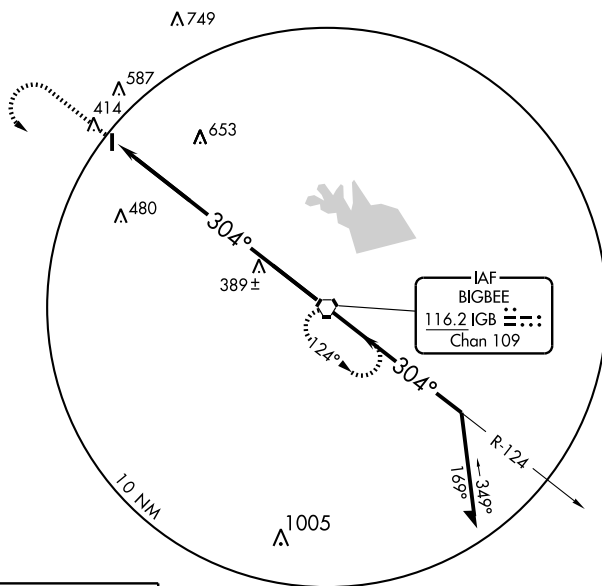
WEST POINT/MCCHAREN FIELD (M83)

▼ Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.  
 ▲ NA

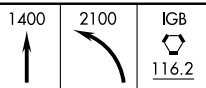
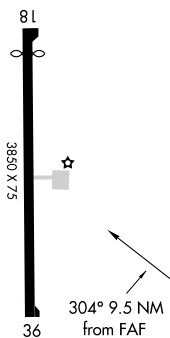
MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold.

COLUMBUS APP CON ★  
**135.6 323.275**

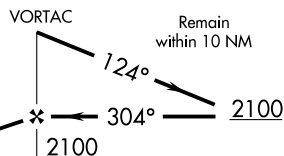
CTAF  
**122.9 0**



ELEV 205



IGB 9.5



CATEGORY	A	B	C	D
CIRCLING	1000-1 795 (800-1)	1000-1¼ 795 (800-1¼)	1000-2¼ 795 (800-2¼)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	1040-1 835 (900-1)	1040-1¼ 835 (900-1¼)	1040-2½ 835 (900-2½)	NA

FAF to MAP 9.5 NM

Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

WEST POINT, MISSISSIPPI

Amdt 4 09183

WEST POINT/MCCHAREN FIELD (M83)

33°35'N-88°40'W

VOR-A

SC-4, 26 AUG 2010 to 23 SEP 2010

SC-4, 26 AUG 2010 to 23 SEP 2010

VORTAC IGB <b>116.2</b> Chan <b>109</b>	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>205</b>
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**VOR/DME-B**

WEST POINT/MCCHAREN FIELD (M83)

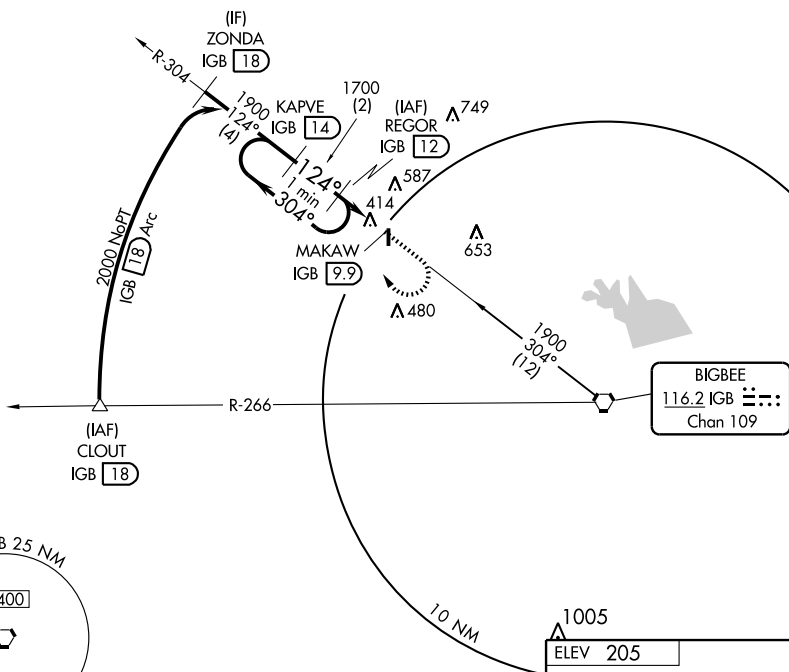
▼ Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.

▲ NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON ★  
**135.6 323.275**

CTAF  
**122.9**



MSA IGB 25 NM

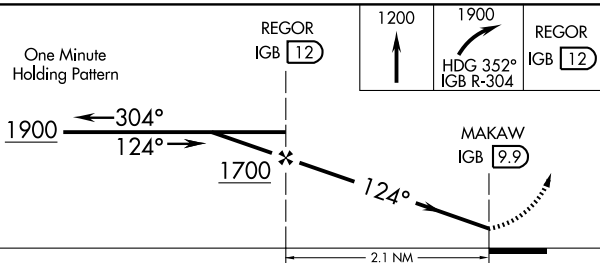
3400

1005

ELEV 205

124° 2.1 NM from FAF

One Minute Holding Pattern

REGOR  
IGB 12

1200

1900

HDG 352°  
IGB R-304REGOR  
IGB 12MAKAW  
IGB 9.9

CATEGORY	A	B	C	D
CIRCLING	880-1 675 (700-1)	900-1 695 (700-1)	900-2 695 (700-2)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	920-1	715 (800-1)	920-2 715 (800-2)	NA

MIRL Rwy 18-36

## WIGGINS

**DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'

NEW ORLEANS

270 B FUEL 100LL NOTAM FILE GWO

L-21C, 22G

RWY 17-35: H3000X50 (ASPH) S-20 MIRL

RWY 17: PAPI(P2L) Tree.

RWY 35: PAPI(P2L) Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Fuel avbl call (601) 766-5341. ACTIVATE MIRL Rwy 17- 35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

PICAYUNE (L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.

**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'

MEMPHIS

363 B S2 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 03-21: H4000X60 (ASPH) S-18 MIRL 0.4% up NE

IAP

RWY 03: PAPI(P2L)—GA 3.0° TCH 30'. Tree.

RWY 21: PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arprt rotating bcn OTS indef. MIRL opr dusk-0400Z†. After 0400Z† ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.

## YAZOO CITY

**YAZOO CO** (871) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'

MEMPHIS

104 B S2 FUEL 100LL NOTAM FILE GWO

H-6J, L-18G

RWY 17-35: H5000X100 (ASPH) S-30 2D-64 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 35'

RWY 35: PAPI(P2L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†.

Fuel 24 hr credit card svc avbl. Parachute Jumping. Rotating bcn OTS indef. Rwy 35 PAPI OTS indef. MIRL Rwy 17-35 preset low ints; dusk-0400Z†, after 0400Z† to incr intst ACTIVATE—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

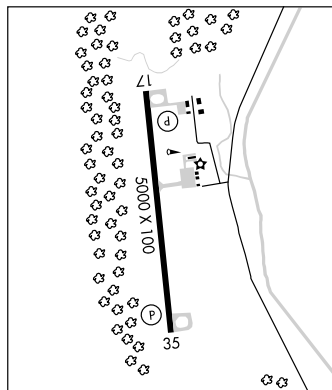
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.



APP CRS **030°**  
 Rwy Idg **4000**  
 TDZE **360**  
 Apt Elev **364**

# RNAV (GPS) RWY 3

WINONA-MONTGOMERY COUNTY (5A6)

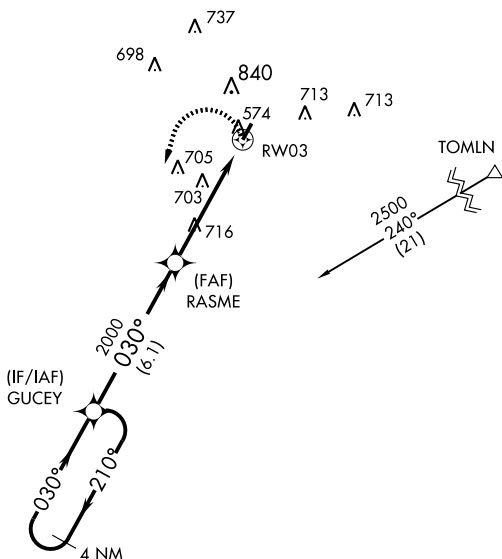
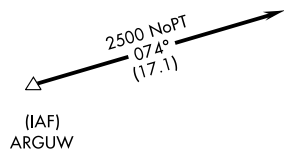
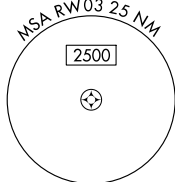
▼ Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA.  
 ▲ NA Procedure NA at night. Circling NA NW of Rwy 3-21.

MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.

GRENADA AWOS  
**118.025**

MEMPHIS CENTER  
**128.5 279.55**

CTAF  
**122.9 0**



4 NM  
 Holding Pattern

2500 ← 210°  
 030° → 2500

VGSI and descent angles not coincident.

GUCEY

RASME

2500

GUCEY

2000

3.04

TCH 30

5 NM

6.1 NM

RW03

TDZE

360

0.4% UP

030° to RW03

MIRL Rwy 03-21 0

CATEGORY	A	B	C	D
RNAV MDA	1100-1 740 (800-1)	1100-2 740 (800-2)	1100-2 736 (800-2)	NA
CIRCLING	1100-1 736 (800-1)	1100-2 736 (800-2)	1100-2 736 (800-2)	NA

APP CRS <b>210°</b>	Rwy Idg <b>4000</b> TDZE <b>364</b> Apt Elev <b>364</b>
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# RNAV (GPS) RWY 21

WINONA-MONTGOMERY COUNTY (5A6)

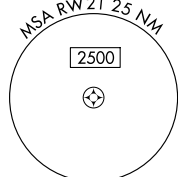
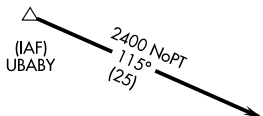
**▼** Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA.  
**▲ NA** Procedure NA at night. Circling NA NW of Rwy 3-21.

**MISSED APPROACH:** Climbing left turn to 2400 direct GUNKE and hold.

GRENADA AWOS  
**118.025**

MEMPHIS CENTER  
**128.5 279.55**

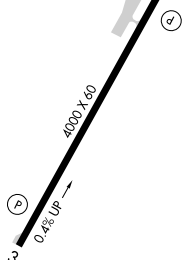
CTAF  
**122.9 0**



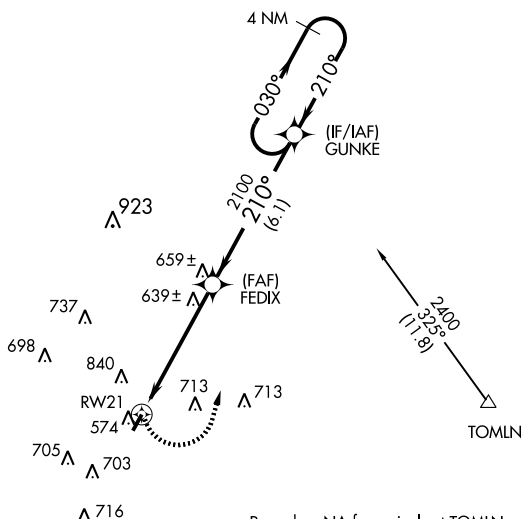
ELEV 364

210° to  
RW21

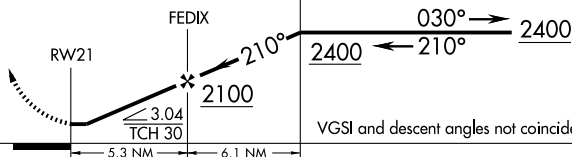
TDZE  
364



MIRL Rwy 03-21 **0**



Procedure NA for arrivals at TOMLN via V278 eastbound.



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	980-1	616 (700-1)	980-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	980-1	616 (700-1)	980-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$ )	NA

## WIGGINS

**DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'

NEW ORLEANS

270 B **FUEL** 100LL NOTAM FILE GWO

L-21C, 22G

**RWY 17-35:** H3000X50 (ASPH) S-20 MIRL

**RWY 17:** PAPI(P2L) Tree.

**RWY 35:** PAPI(P2L) Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Fuel avbl call (601) 766-5341. ACTIVATE MIRL Rwy 17- 35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.

**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'

MEMPHIS

363 B S2 **FUEL** 100LL NOTAM FILE GWO

L-18G

**RWY 03-21:** H4000X60 (ASPH) S-18 MIRL 0.4% up NE

IAP

**RWY 03:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.

**RWY 21:** PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arprt rotating bcn OTS indef. MIRL opr dusk-0400Z†. After 0400Z† ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.

**COMMUNICATIONS:** CTAF 122.9

**MEMPHIS CENTER APP/DEP CON** 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.

## YAZOO CITY

**YAZOO CO** (871) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'

MEMPHIS

104 B S2 **FUEL** 100LL NOTAM FILE GWO

H-6J, L-18G

**RWY 17-35:** H5000X100 (ASPH) S-30 2D-64 MIRL

IAP

**RWY 17:** PAPI(P2L)—GA 3.0° TCH 35'

**RWY 35:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†.

Fuel 24 hr credit card svc avbl. Parachute Jumping. Rotating bcn OTS indef. Rwy 35 PAPI OTS indef. MIRL Rwy 17-35 preset low ints; dusk-0400Z†, after 0400Z† to incr intst ACTIVATE—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

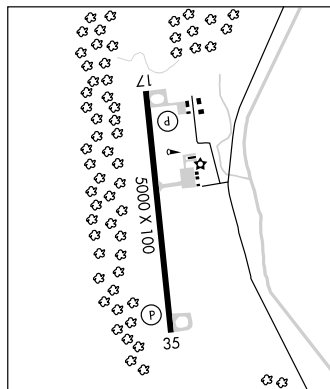
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MEMPHIS CENTER APP/DEP CON** 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.



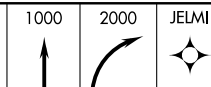
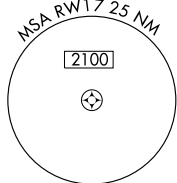
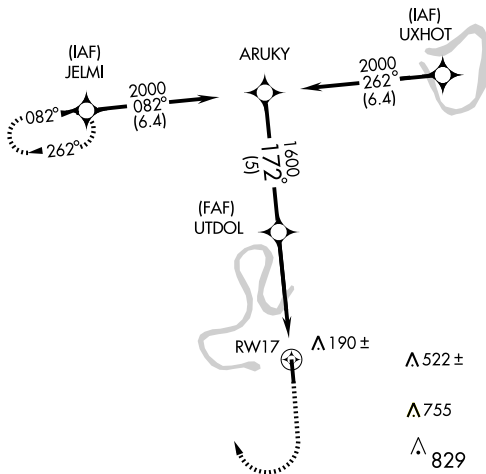
APP CRS **172°**  
Rwy Idg **5000**  
TDZE **104**  
Apt Elev **104**

▲ NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

MEMPHIS CENTER  
**132.5 259.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 104

172° to RWY 17

TDZE 104

5000 X 100

35

MIRL Rwy 17-35 0

ARUKY

UTDOL

2000

172°

1600

RWY 17

Procedure Turn NA

5 NM

4.6 NM

CATEGORY	A	B	C	D
S-17	600-1 496 (500-1)		600-1 ¼ 496 (500-1 ¼)	NA
CIRCLING	640-1 536 (600-1)		640-1 ½ 536 (600-1 ½)	NA

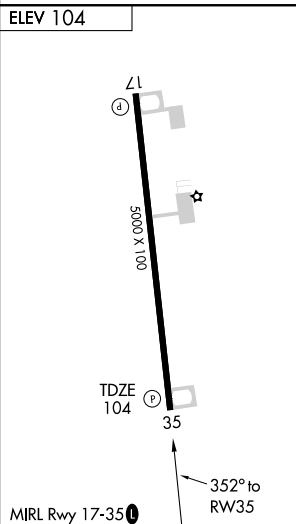
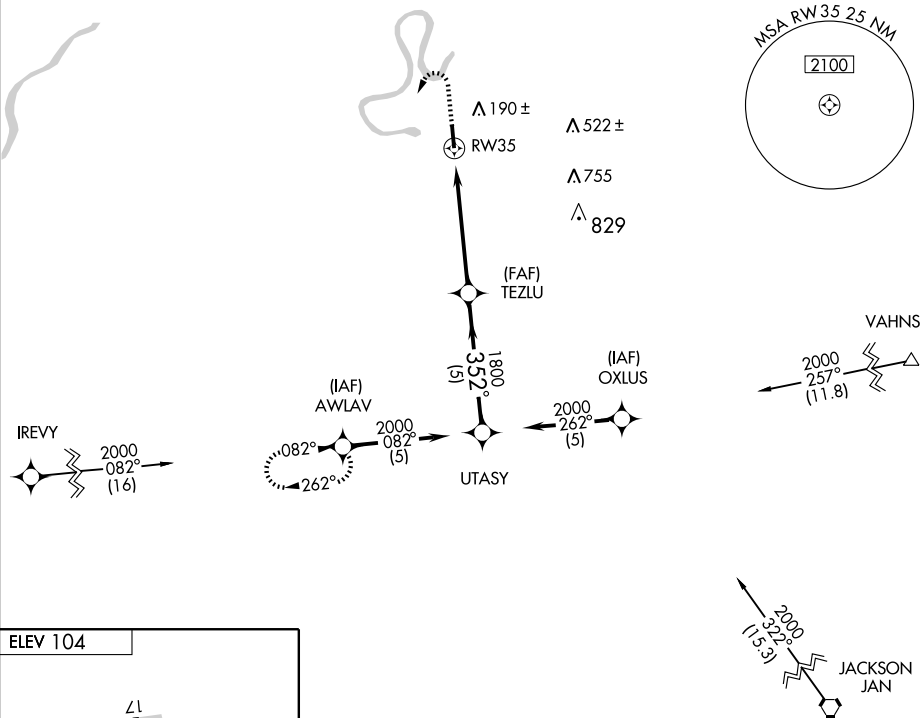
APP CRS	Rwy Idg	5000
352°	TDZE	104
	Apt Elev	104

▲ NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

MEMPHIS CENTER  
132.5 259.1

UNICOM  
122.8 (CTAF) 0



	1000	2000	AWLAV	
	↑	↶	✧	
				UTASY
				Procedure Turn NA
CATEGORY	A		B	C
S-35	780-1 676 (700-1)		780-2 676 (700-2)	NA
CIRCLING	780-1 676 (700-1)		780-2 676 (700-2)	NA

VORTAC JAN  
112.6  
Chan 73

APP CRS  
141°

Rwy Idg  
TDZE  
Apt Elev

5000  
104  
104

AL-6977 (FAA)

VOR/DME RWY 17  
YAZOO COUNTY (87I)

▲ NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.

MEMPHIS CENTER  
132.5 259.1

UNICOM  
122.8 (CTAF)

MSA JAN 28 NM

3500



ELEV 104

TDZE  
104

141° 2.6 NM  
from FAF

L1

35

5000 X 100

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

One Minute  
Holding Pattern

CLOWR  
JAN [35]

1000

1800

CLOWR  
JAN [35]

1800

321°

141°

141°

1100

JAN [30]

JAN [27.4]

JAN [35]

JAN [35]

5 NM

2.6 NM

CATEGORY

A

B

C

D

S-17  
700-1  
596 (600-1)

700-1  
596 (600-1)

700-1  
596 (600-1)

700-1  
596 (600-1)

700-1  
596 (600-1)

CIRCLING  
700-1  
596 (600-1)

700-1  
596 (600-1)

700-1  
596 (600-1)

700-1  
596 (600-1)

700-1  
596 (600-1)

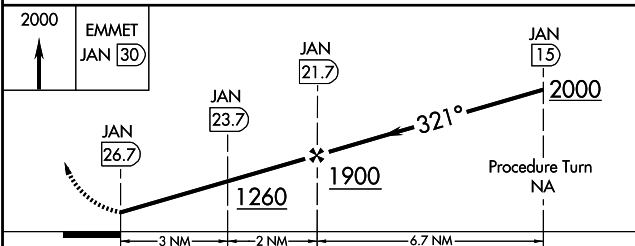
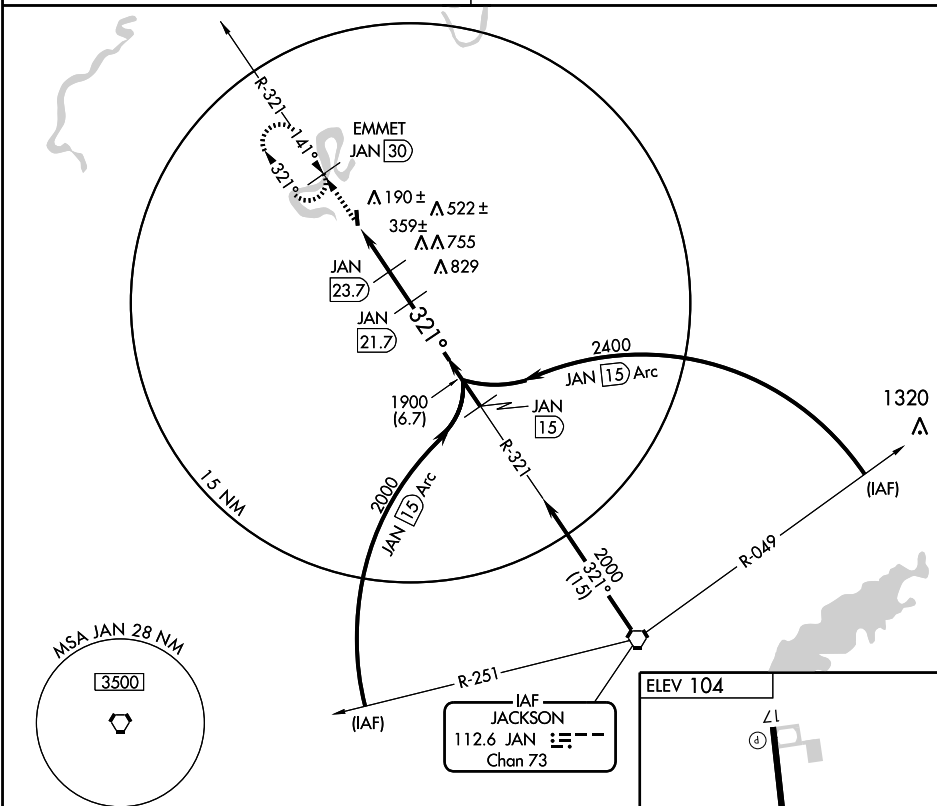
MIRL Rwy 17-35

**A** NA Use Jackson altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct EMMET 30 DME and hold.

MEMPHIS CENTER  
132.5 259.1

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)
CIRCLING	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)

